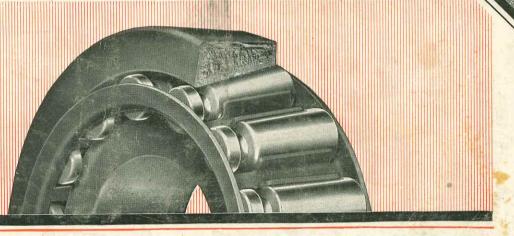


OCTOBER, 1922

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### MOTOR RECORD

Published Monthly

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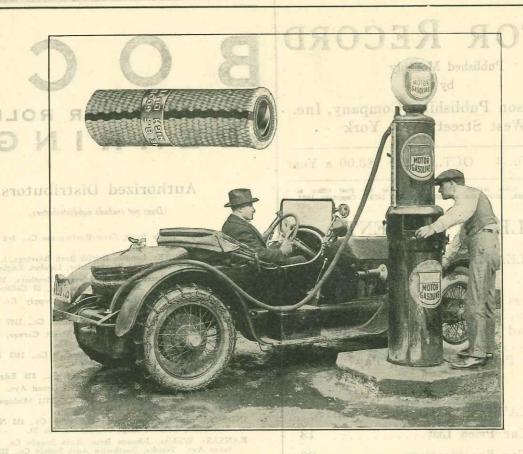
UTAH: Salt Lake City, Mendenhall Auto Parts Co., 36 S. W. Temple St.

VIRGINIA: Norfolk, Norfolk Motorists' Supply Co., Granby and Queen Sts.

WYOMING: Rawlins, Rawlins Motor Company. Casper, Wyoming Automotive Company.

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Here is where a half century of rubber experience saves you money, time and trouble. Gasoline and rubber are natural enemies—it has taken Goodrich years to discover how to make them friends, and Goodrich has patented the secret.

### No more rubber in "gas" tanks

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Goodrich "HIGH DUTY" Gasoline Hose has an extra heavy woven cotton jacket—dampness, dust, sun, rain, and frost cannot rot or crack it.

Meets all requirements of underwriters.

Your Goodrich Branch has this perfect gasoline hose in stock—in 34", 1", 114", and 1½" sizes.

THE B. F. GOODRICH RUBBER COMPANY

Akron, Ohio

### GOODRICH Gasoline Hose

Vol. XII.

OCTOBER, 1922

No. 4

### The Noiseless Automobile Is Yet to Be Built

Much Has Been Accomplished Towards Making Cars Quiet in Operation, But There Is Still Plenty of Room for Further Improvements

By EDWARD G. INGRAM

LMOST everyone who lives close to a busy street or road will agree with the statement that the average car is far from noiseless in operation. No car, in fact, is noiseless in operation even under ideal conditions, or, in other words, when operating at a moderate speed on a perfectly smooth, level road, though from a relative standpoint, some may be said to be nearly silent. The fact that many of the noises are due to different causes in different cars shows that many of these noises are unnecessary.

It appears that car noises may be classified as follows: Noises which probably cannot be entirely avoided without changing the principle upon which the present automobile is built, such as the clash of shifting gears; noises due to careless or imperfect design, due, for example, to improper muffling of the exhaust; noises due to the wear of parts after the car has been used for a considerable period of time, such as the rattles due to worn spring chuckles and brake rod connections.

Noises due to the first cause are very difficult to overcome. Anyone who has lived near a hill will admit that the constant noise from clashing gears is very annoying, but to entirely overcome this would probably call for a radical departure from our present method of power transmission to the rear wheels.

Even if a means of shifting gears was devised, which would be noiseless, there would still be the wine of the gears when the car was not operating on direct drive. This wining noise cannot be avoided, even when the gears are very carefully made, though it can be made less severe. The sliding gear transmission is undoubtedly one of the most imperfect units of the automobile, relatively speaking. At moderate speeds, no other unit of the car is responsible for so much noise, but at higher speeds engine noise also becomes objectional.

An engine has never yet been built which could be called quiet in the true sense of the word at high

speeds. This is in spite of the fact that much has been accomplished through lightening the reciprocating parts, giving more attention to the balancing of rotating and reciprocating parts and providing greater rigidity, especially in such places as the crankcase and crankshaft. It seems doubtful if the roar of an engine running at a very high speed, say 2,500 revolutions per minute, can ever be entirely overcome. The noise from a simple piece of machinery, like an emery wheel when running at this speed, is considerable. When one considers trying to make a complicated thing like a gasoline engine with all its reciprocating parts run quietly at this speed, the problem indeed seems difficult.

How much noise can be reduced by resorting to other types of valves than the poppet is an open question. At moderate speeds there is certainly little difference betwen a good poppet valve engine and a good sleeve-valve engine. At high speeds it might at first seem that the sleeve-valve engine should be quieter, but it must be remembered that at high speeds the reciprocating sleeves may set up vibration, resulting in noise. Theoretically, the rotary type of valve should possess many advantages from the standpoint of reducing valve noise to a minimum, but other troubles with this type appear to be difficult

There are many other causes of noise in an engine running at a high speed. It must be remembered when an engine is turning 2,500 revolutions per minute many of the accessories, such as the generator, water pump and fan are running at much higher speeds. The roar of the air drawn through the radiator by the fan is considerable, yet we cannot cool an engine without air circulation. While it is doubtful if some of these noises can ever be overcome, much can be accomplished by muffling them. By making gear housings, crankcase, etc., of such material and in

(Continued on page 25)

### Profit in Lead Welding and Battery Repair\*

S ERVICE to customers is the rule of the day for the successful building of a profitable business. When such service not only attracts other business, but directly increases the profits of the plant, the

advantage is obvious.

It is estimated that there are now 11,000,000 automobiles in use in this country. Repair of batteries for these cars is *profitable* service. No garage can afford to be unprepared to take care of this work. Every welding shop should also be equipped for it. The investment for the garage or welding shop in the necessary equipment is small and the profits of a few months will more than return the initial investment.

GASES REQUIRED

There are a number of gases used for successfully doing the work; namely, acetylene mixed with oxygen; hydrogen mixed with oxygen, or city or natural gas mixed with oxygen. The acetylene, hydrogen and oxygen may be procured from local service stations in loaned cylinders at a low cost.

FLAME ADJUSTMENT

The beginner should first practice obtaining the proper flame adjustment. Instead of using the neutral flame ordinarily used in welding, a carbonizing flame with a slight excess of the fuel gas (acetylene, hydrogen or city gas) should be used.

HOLDING THE METAL

After the flame adjustment is obtained the next step is to practice building up lead, obtaining a complete fusion and at the same time preventing the metal from runing away. The melting point of lead is about 650 degrees and it will take some practice in the beginning, particularly with the oxy-acetylene flame, which is quite hot, for the operator to be able to hold the metal. After this is accomplished the actual work of battery repair and lead welding is a comparatively simple matter.

PREPARATION OF WORK

The most essential point to be kept in mind—always—is to be careful that there is no dirt on the metal to be welded, or between the layers of metal built up. All dirt and dust should be carefully removed by scraping or by brushing with a stiff wire brush. The presence of dirt on the surface being welded is liable to cause an insulated point which will prevent the proper functioning of the battery.

REPLACEMENT OF TERMINALS

In replacing terminals the first thing to be done is to cut away and point the old post. The new terminal is then placed over the post; care being taken to set the terminal high enough from the cell top for wrench clearance. The flame is then applied to the terminal at the post top, melting this down to a round puddle. The terminal walls are melted before the puddle gets wide enough to reach the inside walls of the terminal and widening post puddle is melted or welded into

The first weld in the post is then allowed to cool. This is done to enable the welder to note how big the cavity is and to determine whether he has caught the walls of the terminal. The surface of the metal after cooling should be cleansed carefully with a stiff wire brush until it is bright and clean. More metal

is then added as shown in the figure by playing the torch first on the puddle and then on a lead stick held in the hand. It is essential that the lead stick and puddle in the cavity be kept at the same temperature in order to obtain complete fusion. The cavity is filled after adding in this manner several layers of lead. Enough lead is then added to round off the top and give the terminal a finished appearance. The work may then be tested by giving the terminal a sharp wrench with a pair of pliers and if the strap and element move with the impact it is an indication that the post and terminal are properly welded together.

Cell interconnectors are welded in the same way except that it is not necessary to keep the connectors as high above the cell or cover as in the case of

terminals.

Besides battery repair, there are many other uses in a service station for a lead welding outfit. Welding, soldering and brazing of sheet metal such as steel, copper and lead can be done as well as the fusing of wires.

### Two New Closed Models Added to Packard Line

Two new closed models have been added to the single-six line by the Packard Motor Car Co., Detroit, a five-passenger sedan limousine at \$3,325 and a five-passenger coupe at \$3,350. Both are mounted on the 126 in. wheelbase chassis. With these the company has six closed models in the single-six line, four on the short chasis and two on the 133 in.

The new sedan limousine is similar to the sevenpassenger sedan limousine, already included in the line, except for the shorter chassis. It is convertible from owner to chauffeur-driven by the rasing or lowering of a glass partition between the front and rear compartment. The front compartment is upholstered in plain leather and the rear in gray leather cloth.

The new coupe sets three on its rear seat, which extends across the width of the car. It is fitted with a large trunk containing two suit cases and a hat box. Nickel bar fenders are fastened on the rear panel of the body.

Assets of Empire Tire Bought for \$1,675,000

The assets of the Empire Tire & Rubber Corp., Trenton, N. J., were sold by the receivers at a public sale recently to Campbell, Heath & Co., of New York City, for \$1,675,000. It was stated that the purchasers will form a company to operate the plant, with C. Edward Murray, Jr., as head of the concern.

W. W. Pepper, a former president of the rubber company, is treasurer of the brokerage firm, while William H. Peck, president of the Third National Bank of Scranton, represented the firm in the bidding.

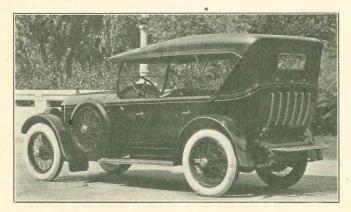
### Midwest Has Passenger Car Engines

Three engines for passenger car service are now being manufactured by the Midwest Engine Co., Indianapolis. They are model "411," 35% x 5, with thermo-syphon water circulation; model "412," same size but with water pump; and model "410," 33% x 4½, with thermal circulation.

<sup>\*</sup>From Sparks, published by Bastian-Blessing Co.

### Many Refinements in New Cole Series

ANY refinements, including a stronger frame, improved spring suspension, more efficient intake manifold and a new type of body termed "Etruscan," are included in the new Cole series Eight-Ninety. The frame is made of pressed steel, six inches deep and 2½ inches wide, with five cross members and two extra strong tie bars. On the rear cross member there is a heavy gusset plate which increases the rigidity. The steel is selected by metallurgical analyses and scientific tests. This new frame keeps the entire car, both body and



NEW COLE TOURING MODEL WITH ETRUSCAN BODY

chassis, in perfect alignment at all times, which gives absolute freedom from body squeaks and insures longer life to the chassis, it is claimed. The word "Ultramite," meaning "very strong metal," has been adopted as descriptive of this new frame.

The new Etruscan body has low sweeping lines of graceful contour, but this beauty has not been obtained at the sacrifice of durability and utility.

The wheel base remains at 1271/4 inches, but the body has the appearance of being much lower than previous types, due, partially, to the black rounded molding at the lower edge of the bevel at the top of the body line. This molding extends from the radiator the full length of the car. Running parallel with the molding, about one inch below, is a thin white line which gives an additional touch of harmony and grace. The standard color is a rich Cole blue with black sheet metal parts and chassis. There is a ventilator in the cowl which gives a circulation of air into the driver's compartment. New drum headlights, 12 inches in diameter, with hand ground fluted lenses and adjustable lamp brackets and tie tube add to the beauty of the car. The lamps and brackets are black enamelled and mounted to the fenders by an unusually heavy tie bar which serves as a fender brace and lamp support. This construction prevents any rattling or weaving. On all models the spare wheels and tires are mounted on the sides.

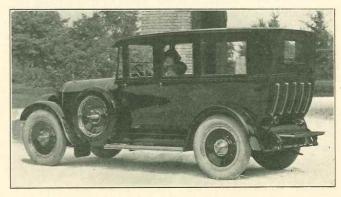
By thus placing the spare wheels—which each weigh125 pounds with tires—near the car's center of gravity, the liability of skidding is greatly decreased, it is stated. The mounting irons are extra heavy and riveted directly to the frame. The individual steps have been entirely eliminated. In their place is a full three-quarter running board made entirely of aluminum covered with a rubber mat. It is mounted directly to the frame and rear fender in such a way that it forms a strong support to the fender. The fenders, aside from the change of design to harmonize with the Etruscan body, are twice as thick as formerly used. They are of 18 gauge metal and

mounted to the frame by two heavy irons, making it practically impossible for them to ever become loose.

With the exception of the new manifold, improved oiling system, and a few minor refinements, the motor remains unchanged. This is a special eight cylinder power plant built to Cole's specifications by Northway. It is of the "L" head type with cylinders cast 4 en block. The bore is  $3\frac{1}{2}$  in. and the stroke  $4\frac{1}{2}$  in., giving a piston displacement of 346.3 cubic inches and an S. A. E. rated horsepower of 39.22, although the engine will deliver 80 horsepower at 2800 r. p. m. Tests on the Speedway show a mileage of from 600 to 700 miles on a quart of oil, it is stated.

The new "envelope manifold" uses the exhaust to assist in the volatilization of the gas. This is done by completely surrounding the intake manifold with the exhaust manifold. The exhaust reaches a temperature of over 350 degrees in this chamber, which makes its action instantaneous and complete. Repeated tests on the Speedway at Indianapolis show that the results obtained are more than satisfactory. It is found that with this new manifold construction the engine operates much more smoothly; that all of the fuel goes into the combustion chamber in vapor form and, consequently, that the lubricating quality of the oil is not cut down by unexploded fluid gasoline passing downward around the piston rings into the crankcase and that it effects an increase of from 10 to 20 per cent in mileage, the company states.

The "hydro-cushion spring action," as it is termed by the maker, is a special Cole development which is claimed to greatly improve the riding quality by the scientific coordination of the spring action with positive, hydraulic rebound absorbtion. Lovejoy hydraulic shock absorbers are standard equipment on all Cole models. The springs are of the semielliptic type,  $57\frac{1}{2}$  inches in rear and 39 inches in



COLE ENCLOSED MODEL WITH ETRUSCAN BODY

front. These have been lengthened over last year's models and made lighter to get greater flexibility. Rubber spring bumpers are provided in both front and rear to prevent any metal to metal clashes on extreme rebound. These bumpers are made of tough, hard rubber and are mounted to the frame.

A new type "M" Gemmer steering gear with an all wood walnut steering wheel and friction type control has been adopted. This type is much heavier construction throughout with more bearing on the steering arm shaft, permitting easier steering. The

(Continued on page 25)

### Does Trade Paper Advertising Pay?\*

TIMES IT WAS A THE Frame by two heavy irons, making making make it practically impossible for them to ever become

EGARDLESS of the superior quality of a product, R EGARDLESS of the superior quality of a product, or how exactly it meets the needs of many people the manufacturer will soon go out of business, unless someone offers it for sale, and people buy it.

It has been said that anyone can manufacture—but

that it takes a wise man to sell the product.

Nothing sells itself. Everything must be sold.

That's why the dealer's goodwill is so important. But every product must be sold to the dealer, before he can conscientiously sell it to his customers.

There are only three ways of selling the dealer.

First: You can send a salesman to tell him about your products, convince him of their superior merit, win his good-will. You can satisfy him so thoroughly, that he can sell your products and make money by doing so, that he will give your salesman an initial order.

Second: You can mail a letter, catalog, or circular, which tells the dealer what he wants to know about your

products. The mailman becomes your salesman,

Third: You can insert an advertisement in the trade papers which the dealer reads, to tell him who you are, what you make, how much he will make if he sells your products, and why he should sell them.

A salesman is supposed to get orders.

A sales-letter is expected to bring back a reply. A circular usually has a "return post card."

WHAT DO YOU GET FROM TRADE PAPER ADVERTISING?

Some manufacturers claim that they are unable to trace results directly to their trade paper advertising. They say that they receive but a small number of replies from their advertisements in trade papers, and are unable to prove conclusively whether trade paper advertising pays

It is obviously unfair, however, for any manufacturer to judge a trade paper by the number of inquiries he receives from his advertising—since one inquiry from a trade paper may result in more actual orders during the year than 10,000 inquiries from a publication of general circulation will produce.

A publication is merely a messenger, whether it is a newspaper—a trade paper—a farm journal—or a national magazine. It has nothing to sell but its services

as a messenger.

A page of white space has no tangible value. It is not worth a cent, even though it may cost the advertiser \$10,000 for a single issue. It is only a messenger, and if the message which is printed on the page of white paper is an uninteresting one—why blame the messenger?

The message is all important.

ARE TRADE PAPERS READ?

When you consider that trade papers are read for business information; that they make a direct appeal to the selfish interest of their readers; and that in order to keep informed regarding changing conditions in any particular industry, or business, trade papers must be read —it is apparent that the trade papers offer manufacturers a medium for reaching prospective customers who, otherwise, can only be reached economically, by salesmen or through the mails.

Did you ever try to imagine what kind of an average man reads your trade paper advertisements, and ask yourself what you would say to him about your products if he were sitting at your desk? If you have not, try it

\*This article, which has been published in the form of a booklet by the Frank M. Comrie Co., is such a perfect analysis of the trade paper that it was deemed worthy of reproduction in somewhat condensed form.

some time and have an imaginative talk with the readers of your trade paper advertisements. It may help you to make your trade paper advertisements more effective.

If a real, live salesman, who packs a heavy grip—a sample case and a portfolio of "sales helps," from town to town, were to walk into a dealer's store and repeat word for word the "sales talk" contained in some trade paper advertisements, the dealer would think that he was crazy and "run him out of town."

### HOW DO YOU "TALK?"

Do your trade paper advertisements tell the message that you want to send to the dealers who sell your products?

Do your trade paper advertisements—talk as you would talk-if you were talking to these dealers in your

Do they say what your salesmen say, when they open

their sample cases—and try to get an order?

Are you talking to the dealers—through your advertisements—and using the same kind of sensible language that you would use if you were speaking with them "face to face"?

You should use the same common sense in your trade paper advertisements that you would use in talking to a dealer in your office; give real facts about your products; convincing reasons why dealers can, and should, sell them straightforward talk about your co-operation and sales

Make your advertisements talk! Every advertisement is a message. Say something! The best advertisement is the one that says what you would say-to a dealer if

you were talking to him in your own office.

But don't say too much. Other people are not so keenly interested in your business as you are. Men read trade papers for business information—because they must—and not for recreation. They are frequently read during business hours, therefore your advertisements should be concise and easy to read.

Dealers are in business to make money. They are merchants who prosper by buying for re-sale at a profit and do not play favorites. If you offer them good values at terms on which they can make a good profit, they are just as willing to sell your merchandise as that of any other manufacturer.

A good profit and a quick turnover make the strongest

possible appeal to the average dealer.

No inflexible rules can be applied to trade paper advertising. Publications in different industries require different treatment. Experience is the only guide. Advertising is one of the things you cannot tell someone else how

### SELECTING TRADE PAPERS

In planning your trade paper advertising, select only the best trade papers in your line, and use them liberally. Don't use the doubtful trade papers at all, and don't skimp your space in the good trade papers. More failures in trade paper advertising are due to the use of small advertisements than to any other one cause.

Shrewd manufacturers who would not buy \$100 worth of merchandise, without knowing that they received exactly what they bought, before paying for it, sometimes buy imaginary trade paper circulation from which they receive only imaginary results.

In no other branch of the publishing business is there so great an incentive for the unscrupulous publisher as in that of the trade paper. The pathway of the legitimate publisher has been strewn with thorns by unscrupulous publishers of trade papers, who pander to the vanity and conceit of manufacturers and issue publications filled with glowing encomiums and autobiographical articles, profusely illustrated with portraits and cuts of the plant—which nobody reads, but for which liberal compensation is paid.

In placing trade paper advertising, therefore, it is most important that the messenger which is to carry your mes-

sage shall be a reliable one.

The value of consistent trade paper advertising, sensibly written, and placed in dependable trade papers is beyond question, but the advertisements should be prepared even more carefully than the advertisements for large national publications, because they appeal to a more critical audience.

DO NOT EXPECT IMMEDIATE RESULTS

Do not delude yourself! Dealers do not sit up all night reading trade paper advertisements, nor wait until after midnight to telephone in their orders at reduced

telephone rates.

A certain advertiser who used both trade papers and general publications, found that the trade papers brought him very few inquiries, but that he received a large number of replies from his national advertising. During the course of the year, however, he received one large order from his trade paper advertising that amounted to more than the total orders received from his national advertising. It took time to get the order, but it was a profitable one when it arrived.

An automobile accessory manufacturer received an inquiry from one of his advertisements in an automobile trade publication. It was from a garage in California. After considerable correspondence the garage man placed an initial order for one hundred dollars. The sales records show, however, that this California garage developed into a steady customer, and has sent the factory repeat orders of approximately \$2,500 a year, during the past five years. This one inquiry, therefore, from an automobile trade paper, has actually produced \$12,600 in actual orders over a period of five years.

One thousand such inquiries would bring a total volume of sales of \$2,500,000 annually—from one thousand

customers of that kind.

THE VALUE OF AN INQUIRY

It is utterly impossible for anyone to judge the value of an inquiry. The most intensive "follow up" may only result in a small initial order, but the dealer who places the smallest initial order may develop into the largest customer on the books.

Too many manufacturers use a telescope—instead of a microscope—when they go looking for business. They study the map of California and Maine, but forget all about the dealers right near home—close to the factory, to whom they can make quick deliveries.

It is obvious that if the sales of 1,000 dealers average \$100 a year, the total volume of business done will be

\$100,000.

It is just as apparent that if the average sales of 1,000 dealers can be developed to \$1,000 a year, the total volume of business done will be \$1,000,000.

If you can get 10,000 dealers whose average sales are \$1,000 a year, the total volume will be \$10,000,000.

But few manufacturers realize the value of the dealer's good-will. It's the biggest asset of any business.

Salesmen, distributors, jobbers, catalogs, circulars, sales letters, house organs, etc., all endeavor to sell to the dealer. They all want to sell him something.

But the dealer must pay for the merchandise—and then re-sell it to his customers, before the sale is actually made, and he is able to show a profit on the transaction.

The peculiar tendency on the part of manufacturers

to study the map of the United States with a telescope, instead of studying the needs of their own customers, and by intelligent, sensible co-operation developing them into larger customers, has been the cause of more advertising failures in trade papers, national advertising, newspaper advertising, farm paper advertising, and all other kinds of advertising, than all other causes put together.

Intensive co-operation with the customers which you now have, and intelligent development of the new customers who answer your trade paper advertisements will result in a more rapid growth of your business, larger

profits, and greater success.

An inquiry may be but the first link in a long chain of steady sales to a satisfied customer, and it should be answered promptly and intelligently.

THE RESULT OF ONE INQUIRY FROM A JOBBER

Last year a manufacturer of automotive equipment ran an advertisement in one of the automobile trade publications. He received a reply from one of the largest jobbers in the United States, from whom his salesmen had tried to get an order for more than three years.

The manufacturer had bombarded the jobber with correspondence and his salesmen had called on him frequently, but for some reason or other he was unable, either through personal salesmanship or correspondence, to interest this particular jobber in his products.

His advertisement, however, brought "a voluntary inquiry" from this jobber, and he has since developed into a very large buyer of the manufacturer's products.

Why this business connection was established through an advertisement, rather than as the result of the calls of salesmen or correspondence from the factory, it is impossible to say. It is obvious, however, that the advertisement was a very profitable one for the manufacturer, since it brought him at least one very large customer.

WHAT CAUSES FAILURES?

Some time ago a manufacturer ran a page advertisement in a leading trade publication, and was very much disappointed because he did not receive a single reply. So was the publisher of the paper! The representative of the publication also was very sorrowful, because the manufacturer refused to continue his advertising. Everyone was disappointed.

The publisher knew that he had a good paper. The representative knew that it had a large circulation. The manufacturer had a good product, and could not understand why he did not receive any replies. The attractive page advertisement, which had cost him more than \$200 an issue, did not bring anything—but an invoice for the cost of the advertisement. That was the only tangible

result.

A careful study of the advertisement itself gave the

reason. It did not ask for a reply!

Many manufacturers entrust this very important matter of writing trade paper advertising to an inexperienced assistant, or satisfied of their own omniscience, write it themselves. When they spend money to publish the work of an inexperienced writer they usually make a mistake for which they pay twice, while the manufacturer who writes his own advertisement is in the same fix as the lawyer who tries his own law suit—he is handicapped by his own modesty.

THE DEALER'S "FIX"

A dealer must have customers and sell merchandise or he will very soon go out of business. His customers' good-will represents his best asset.

His endorsement of a product is frequently more influential than the manufacturer's guarantee, because his customers know him well and have faith in him.

It is obvious therefore that every dealer must be "on guard" against slick salesmen and insidious advertising.

The manufacturer who sends out high-powered salesmen to "go-get-'em." without a well planned merchandis-

ing campaign that will help dealers move his products is building on sand.

When a manufacturer advertises his products in trade publications he is fishing for two things—first: an order, and second: the endorsement of the dealer who sends the order.

But the endorsement is more valuable than the order.

The manufacturer who sends out salesmen to tell dealers that he is just about to start a large advertising campaign, and "blows his horn" in trade papers about his large "National Advertising Campaign," and than fails to make his promise good, is just a plain faker—a cheap cheat.

Every dealer has had ample experience with that sort of salesmanship, and that kind of national advertising campaign. It is not surprising that they are "a wee bit careful," and have joined the "Show-Me-Club."

### ABOUT CONFIDENCE MEN

There are two kinds of confidence men. There is the manufacturer who advertises his products in trade papers, sends out a salesman and when he has won the confidence of the dealer and obtained his order, treats him "on the square," delivers exactly what he promises to deliver, and makes good on his promises of advertising, sales helps, window displays, etc., to help the dealer sell the merchandise that he has purchased.

Then there is the manufacturer who sends out his salesmen with a beautiful line of talk about his products, and the wonderful amount of advertising that will be done to reach the consumers, but who fills the dealer's order with merchandise that is of inferior quality, and then fails to make good the promises of his salesmen—who are his representatives.

Dealers have bought so many "gold bricks" that they are amply justified in being careful about what they buy and in discounting the glowing orations of salesmen about their products and advertising campaign.

The confidence man who sells a "gold brick" is not, after all, very much worse than the manufacturer who sends out salesmen to cheat the dealers and then breaks all the promises that they make.

all the promises that they make.

Declers don't "work for you." The retail dealer is in business for himself and isn't under any particular obligation to sell your products, unless it is to his advantage.

If you manufacture a reliable product—it's up to you to create a demand for it—not up to the dealer.

There is no reason why you should expect the dealer to spend his money to advertise your products unless you can show him that he can make a profit by doing so.

Many manufacturers seem to be under the impression that they are doing the dealers a favor when they permit them to sell their products, forgetting that dealers are their customers, and that a business, after all, built by customers, just as a building is built by bricks. One customer may not be of very great importance to the success of any business, yet without customers no business can exist.

### AN AMAZING FACT

One of the greatest of all the mysteries is why manufacturers devote so little effort to the cultivation of the confidence and good-will of their customers.

We do business with our friends, therefore the most important factor in connection with any business is to cultivate the friendship of its customers.

It is an amazing fact, however, that when a dealer makes an inquiry from a manufacturer regarding his products the important duty of giving an intelligent reply to that inquiry is frequently turned over to a clerk, who perhaps sends out a form letter or a series of follow-up form letters, none of which may give the definite information that the dealer requested.

Any manufacturer who will take a couple of weeks of his valuable time—make a trip to call on his customers himself—and then return to his office fresh from direct contact with the problems which confront his customers, and investigate the way in which the correspondence with dealers is handled in his own office, will perhaps be amazed at its inefficiency.

### BAD BUSINESS METHODS

Routine correspondence that is either too short and snappy, or perhaps arrogant to the point where it verges on the border of insolence, when it is addressed to a customer, does not promote the growth of any business.

The quickest way to build any business is to make an analysis of the requirements of the customers which it already has, and by persistent, intelligent co-operation, develop them into larger customers.

When a dealer reads your advertisement in a trade paper, and answers it, he is justified in expecting a prompt, courteous, intelligent reply, instead of a poorly written, filled-in form letter that does not give him the information he wants.

He is just as busy as you are, in his way, but some manufacturers seem to assume that dealers answer advertisement just for the fun of it. If they would spend a couple of weeks calling on prospective customers, however, they would quickly get an entirely different impression.

THE CO-ORDINATION OF TRADE PAPER AND "DIRECT

### BY MAIL" ADVERTISING

Trade paper advertising can be supplemented very effectively with direct by mail broadsides, and when that is done each will help to make the other more effective, and more productive.

If a dealer sees your advertisement in a trade paper, it makes an impression. If he gets a good sales letter, circular or broadside a few days later, it acts as a reminder and may lead to an inquiry for further information about your products.

These two methods—the use of trade papers, supplemented by intelligently prepared direct by mail advertising, can be made very effective for obtaining dealer distribution and good-will.

The customers you now have are your business. The development of these customers into larger customers, and the addition of new customers, means growth, a larger volume of business, and increased profits.

### Earl B. Stone Joins Hoyt's Service, Inc.

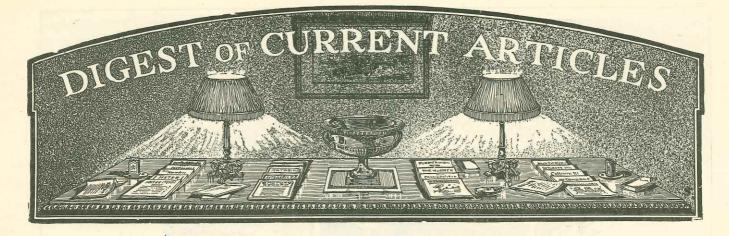
Earl B. Stone has joined the advertising staff of Hoyt's Service, Inc., at Cleveland. Mr. Stone has had nine years of sales and advertising experience. He has spent the last three and one-half years with the Cleveland Tractor Co., his last office being advertising manager of the company.

### Receivers Named for Comet Plant

Receivers ave been named for the Comet Automobile Co., Decatur, Ill., by Judge Baldwin, to avert foreclosure proceedings against the property, in behalf of the Citizens National Bank and the Farmers State Bank & Trust Co., of Decatur.

### Maxwell Now Has Three-Bearing Crankshaft

Maxwell cars are now coming through with three instead of two bearing crankshafts. The shaft is drilled to provide force feed lubrication to all bearings. The front and rear bearings are 1% in. in diameter and the center 2¼ in. The total length of these three bearings comprise about one-third of the active length of the shaft.



HE qualities which make a successful salesman are discussed by Ralph Barstow in an article appearing in a recent issue of the Automobile Trade Journal entitled "What Qualities Make Successful In discussing what fundamentals the Salesmen." salesman must have he says in part:

'While we all take for granted so common a quality as Work it gets overlooked all the time. Like one's teeth, the idea of application to the job must be brushed up every so often for you can't sell anything

without being on the job and trying.

"Another common quality that is sometimes neglected is Honesty. In the long run, the crooked salesman gets canned and his employer carries the bag. Persistence is another simple little thing that needs continual renewing. We say, 'Gee, that man will never buy a car,' and don't call, and the 'Com-

plex Six' man sells him the week after.
"Let's get a line on some of the less taken-forgranted qualities that are common to all salesmen. Foremost is the matter of Self-Confidence. say it gives a man a 'swelled head,' and I'll admit it, but better have a swelled head and get the business than not have it and not sell. Someone will come along and reduce the swelling! As a matter of experience, the self-esteem is a real necessity to offset the knocks and poor tratement we salesmen receive almost every day. If a man believed that he was bad as he is treated he would never sell anything. He's got to be able to say to himself (and believe it), 'Well, I'm a whole lot better man that you are in some things. I'll show you yet that I can sell you, you crab.' That looks childish in prnit, but it is the substance of what we have to tell ourselves every little while and then we have to make good on it.

Among the other qualities mentioned in the article which the successful saleman should possess are expressiveness, observation and perseption, and insight.

tressed over the fact that their own profit mar-GOOD many automobile dealers are still disgins from sales have not kept pace with increasing costs of doing business; at a time when they are expected to spend more in maintaining their businesses than ever before, they find their incomes decreasing, save where they are able to sell many more cars than ever before," says Automobile Topics. "With some of them the complaint has become chronic, while with others it is based on logical reasoning.

"The manufacturer's point of view is that his dealers must go on selling more cars, as otherwise his own business cannot go on growing, and if it fail to grow then it is virtually on the decline. Hence, any policy that, while giving the customer more for his money,

also requires greater activity on the retailer's part is a

good policy to pursue.

"But this may be overdone. The tendency, already noticeable, is for the enhancement of a limited number of already great and successful dealers, and the multiplication of minor associate dealers, who owe no allegiance to the Factory, but only to the distributer. Looking ahead four or five years, when conditions will be even more strained, as far as competition goes, than they are today, may it not be that a condition will be found wherein the big dealer may be possessed of more

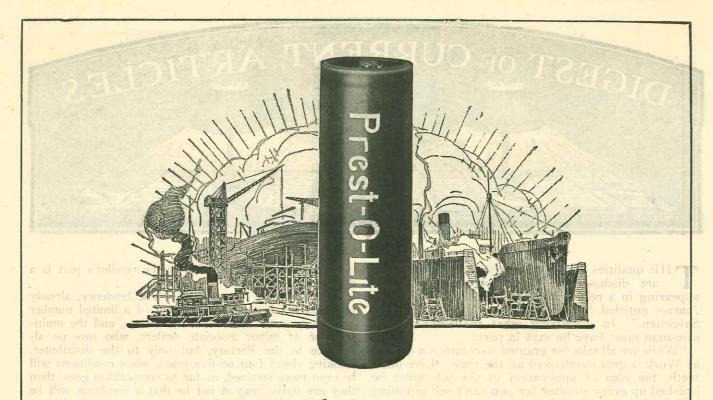
power than is good for him?

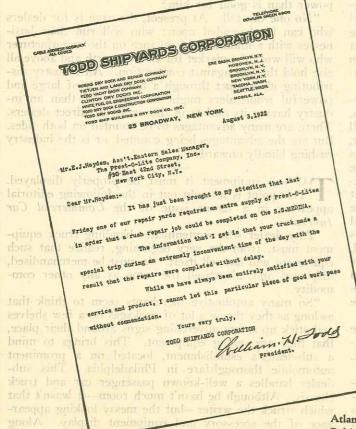
"No one can tell. At present, the urge is for dealers who can be depended upon; who will run their businesses with a minimum of reliance on the manufacturer who will work the market for all it is worth and above all else hold the line against competition. An industry distributing its product through a limited list of large and powerful wholesalers might be better off than an industry having its outlets in thousands of direct dealers. There are many advantages to be counted on both sides. But are the advantages being counted, or is the industry rushing blindly onward?"

O sell equipment it must be properly displayed. This point is brought out in the following editorial appearing in a recent issue of the Commercial Car Journal:

"Any dealer who contemplates handling truck equipment must, from the very beginning, realize that such equipment will not sell itself. It must be merchandised, displayed and advertised the same as any other com-

"So many automotive merchants seem to think that as long as they throw a lot of packages on a few shelves and stick up a few advertising signs around their place, that they are selling equipment. This brings to mind a sub-dealer's establishment, located on a prominent automobile thoroughfare in Philadelphia. This subdealer handles a well-known passenger car and truck chassis. Although he hasn't much room-it wasn't that which struck the writer—but the messy looking appearance of the accessory and equipment display. side of the entrance close to the front, he erected about two dozen shelves against the wall, and on these shelves the equipment lay. Practically \$2,500 worth of material was literally dumped on these shelves. There was no systematic arrangement. But the worst of all was the soiled appearance of the packages. They looked as if some mechanic had made it his daily duty to faithfully smear greasy hands over every package on those shelves. The condition of those packages alone would be enough to keep any owner from buying. Is it any wonder that (Continued on page 25)





### A RUSH JOB

Prest-O-Lite's unrivalled service fully cares for the steady demand or the emergency need.

Fifty-four plants and warehouses, linked together, provide the necessary flexibility.

Each Prest-O-Lite user looks, to his nearest District Sales Office, not merely for arrangements to adequately cover acetylene needs, but for helpful co-operation and advice on any matter involved in the use of acetylene.

### Prest-O-Lite

### DISSOLVED ACETYLENE

### DISTRICT SALES OFFICES

Atlanta Baltimore Boston

Buffalo Chicago Cleveland Dallas Detroit

Milwaukee New York Kansas City Philadelphia San Francisco

Pittsburgh St. Louis

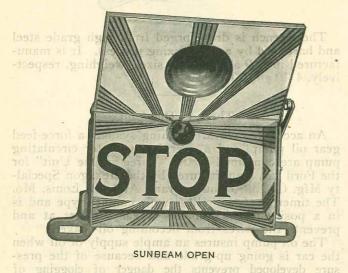
### THE PREST-O-LITE COMPANY, INC.

General Offices: Carbide and Carbon Building, 30 East 42nd Street, New York Balfour Building, San Francisco; In Canada: Prest-O-Lite Company of Canada, Limited, Toronto

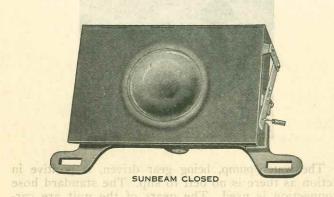


### Sunbeam Warning Signal

A stop signal, tail light and license plate holder are combined in the Sunbeam warning signal manufactured by the M. & M. Products Co., Rock Island,



Ill. The tail light lens is carried in a hinged cover, as will be seen from the accompanying illustration. Normally the cover is down so that the device prevents the appearance of an ordinary tail light, but as soon as the brakes are applied the cover is raised revealing a large lense with the word "stop" upon it. The signal is operated by a cable which is attached to a hinged arm screwed under the floor board to which is attached a cable from the brake lever or rod. An advantage of the device is that the

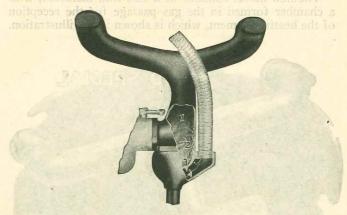


"stop" lens is protected from dirt when not in use.

L-M Axle Co. has purchased the plant of the Jones Gear Co. at Cleveland for \$500,000. The gear company went into bankruptcy some time ago, and the axle company has been producing its products in the building that it has just purchased, having leased it from the receiver.

### "Gas Stew Pot"

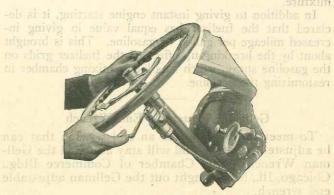
A device for overcoming the difficulties of low test gasoline called the "Gas Stew Pot" has been placed on the market by the W. G. Engineering Co., East Moline, Ill. The device heats only the heavy



ends of the gas which need the heat, allowing the gas vapors to be drawn into the cylinders unmolested. The heavy gas, forming in drops, runs into the "Stew Pot" where it is vaporized by heat, after which it is drawn into the cylinder, where it mixes with the other gas—thus forming a comparatively cool highly explosive mixture, it is claimed.

### Universal Headlight Controller

The universal headlight controller makes it possible for the driver to gradually dim the headlights,



thereby eliminating the danger of abrupt dimming which always plunges the road into complete darkness while the eyes are adjusting themselves to the sudden change.

The controller can be installed on any steeringpost in a few minutes and is so located that the controlling lever is operated by a gentle pressure of the finger without removing the hand from the steering the lever forward. The further he pushes it the

dimmer the lights become.

The wiring attachment is simple. One control wire is attached to the switch, the other to the bright headlight wire, which has previously been disconnected. The controller and wire conduit are nickel plated and polished.

This controller is manufactured by the Universal Headlight Controller Co., Fisk Building, New York,

### Aske Electric Fuelizer for Ford Car

The Kase Electric Co., of Duluth, Minn., which for the past year and a half has been marketing the Aske electric vaporizer for all makes of cars, has now developed an electric fuelizer designed especially for the Ford car.

The new model consists of a cast-iron manifold, with a chamber formed in the gas passage for the reception of the heating element, which is shown in the illustration.



The Aske electric fuelizer is designed to overcome motor starting troubles by electrically pre-heating the gasoline mixture.

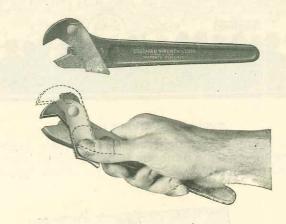
In addition to giving instant engine starting, it is declared that the fuelizer has equal value in giving increased mileage per gallon of gasoline. This is brought about by the breaking-up effect of the fuelizer grids on the gasoline spray, which acts like a mixing chamber in reatomizing the gasoline.

### Gellman Adjustable End Wrench

To meet the demand for an end wrench that can be adjusted instantly and will stay adjusted the Gellman Wrench Corp., Chamber of Commerce Bldg., Chicago, Ill., has brought out the Gellman adjustable end wrench.

The screw is eliminated from this wrench, which at the same time eliminates bulkiness in the head. From the illustration, it will be noted that the handle member forms the lower jaw and is notched at right angles to the gripping face, while the movable upper jaw is also notched and can be moved up or down when the notches are pulled out of engagement. Simply by pressing with the thumb (of the hand holding the wrench) on the corrugated part of the

wheel. To dim the lights the driver simply pushes movable jaw, and disengaging, the upper jaw will move instantly up or down, without any friction, to the adjustment desired. The wrench can be used in any direction desired.

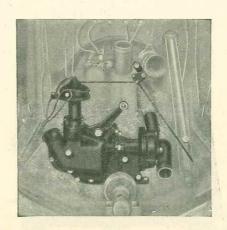


The wrench is drop forged from high grade steel and hardened by a carbonizing process. It is manufactured in 6, 9 and 12-inch sizes, weighing, respectively, 4, 10 and 20 ounces.

### "Three In One Unit"

An accessible elevated timing system, a force-feed gear oil pump, and a gear-driven water circulating pump are combined in the "Three-in-One Unit" for the Ford car, manufactured by the Hexagon Specialty Mfg. Co., 3630 South Grand Ave., St. Louis, Mo. The timer is of the oilless wipe contact type and is in a position which makes it easy to get at and prevents the wires from becoming oil-soaked.

The oil pump insures an ample supply of oil when the car is going up-grade and because of the pressure developed prevents the danger of clogging of the feed pipe with lint from the brake bands. The pump also discharges oil through a drilled passage opening directly over the gears which drive the unit, thereby insuring proper lubrication.



The water pump, being gear driven, is positive in action as there is no belt to slip. The standard hose connection is used. The gears of the unit are carbonized and hardened, and the shafts hardened and ground.

### Sauer's Engine Time Indicator

Sauer's engine time indicator enables the repairman to check up the timing of the ignition and valves in about three minutes, it is claimed. The indicator is screwed into the opening usually occupied by the spark plug. By cranking the engine slowly by hand it is possible with this instrument to quickly determine the power stroke,

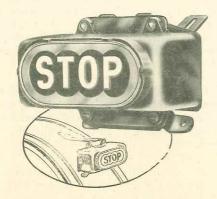


dead center and compression stroke. It is made by Sauer Bros., 4th and Main Streets, Chico, Cal.

### Ensign Stop Signal

The action of inertia due to the arrested momentum of the car is used to operate the Ensign stop signal, manufactured by the Spengler-Loomis Mfg. Co., 58 East Washington St., Chicago, Ill.

The signal operates automatically when the car slows down. Any slowing movement, slight or pronounced, flashes the signal. The current is automatically cut off and the light disappears when the car comes to a stop, or at the instant it picks up speed or discontinues the slowing movement. The action is automatic, depending entirely upon the movement of the car itself, and the instant at which the signal flashes or is cut off, is always the same.



It is claimed that this signal will work equally well at very low or very high speeds and no matter whether the car is going up or down hill.

Lightness has been aimed at in the design, the frame being made of cast aluminum. The reflector is silver-plated to give greater reflecting power. The signal is furnished in black enamel, baked on.

Diamond Chain & Manufacturing Co. has opened an office in the Leader-News building, Cleveland, in charge of H. I. Markey who has been with the company for five years as mechanical engineer in the engineering and sales departments.

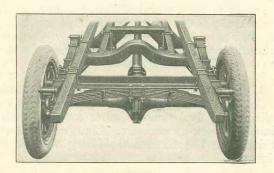
### "U-Neek" Storage Battery

"U-Neek" storage batteries for both automotive and radio service are being manufactured by the Unique Storage Battery Co., Buffalo, N. Y. The batteries are designed by Charles F. Hunz, a well known battery engineer. The separators are made of Port Oxford cedar and the plates are built with interior locked bars which insure proper contact and retention of the active material.

### RYD-E-Z Springs for Ford Truck

The accompanying illustration shows a rear view of a set of RYD-E-Z springs attached to a Ford truck.

RYD-E-Z springs provide platform spring suspension similar to that used on many passenger cars. They consist of three springs, 42 inches long; total, 126 inches, suspended on patented supports on each side and across the rear, giving 7½ feet of additional resiliency over the original Ford springs. The front and rear hangers distribute the load 21½ inches, each forward and backward from the differential, thereby decreasing the wear and tear on the member. The front spring hanger also strengthens the chassis and



prevents its buckling or twisting. The rear hanger supports the body rails and takes care of the load that overhanks the chassis, thereby reducing the danger of bent and broken rails to a minimum.

RYD-E-Z springs are made by the RYD-E-Z Spring Co., Cleves, Hamilton County, Ohio.

### Miller Engine Being Built for Next Indianapolis Race

Harry Miller, well known builder of racing cars, has under construction at his plant in Los Angeles the first of two 122-cubic inch displacement engines which he expects to enter in the 1923 race at Indianapolis. The new engines will have eight cylinders all in line.

The chassis that will carry the Miller engines will have a wheelbase of 104 in. The front will be narrow and the body will be only 27 in. wide, accommodating a driver only. The bore of the cylinders will be 2 11/32 in. with a stroke of approximately  $3\frac{1}{2}$  in. Although the parts will be smaller, the motor will be similar in design to that which Jimmy Murphy has used in his car this season.

The entire car will weigh about 1,400 lbs. and the power plant is expected to develop from 90 to 95 horsepower. With the exception of the wheels, tires and electric units, the cars will be built complete in Miller's shop.

Reports by the Maxwell Motor Corp. show that the closed car output is running 50 per cent of total production. From present schedules it is very likely that the company will reach its estimate of 56,000 cars as the total output for the year.



### TRADE GOSSIP



William Elliott Phelps has been appointed general sales manager for the Barley Motor Car Co. Until Aug. 1 he served as general sales manager of the Haynes Automobile Co.

F. D. Schulte has resigned as body engineer and designer of the Stephens Motor Car Co., Freeport, Ill. He will take a three or four months' vacation trip to Europe. His plans after he returns home have not been announced.

S. M. Williams, who far several years was in charge of the work of the Federal Highway Council in Washington, D. C., and who joined the Autocar Co., Ardmore, Pa., when the Federal Highway Council was abandoned, has been appointed manager of the company's New York City branch.

A. M. Lindsley, engineer with the Alvard Reamer & Tool Co., Millersburg, Pa., has been placed in charge of the advertising department of that company. He will continue his work as engineer. Lindsley was formerly identified with the Cincinnati Milling Machine Co. of Cincinnati.

A. W. Robbins, formerly of the Standard Roller Bearing Co. and the Bearings Service Co., now is associated with the Bearings Co. of America, and will travel from the Detroit offices of that concern.

Robert C. Yates, for many years identified with the Union Drop Forge Co. of Chicago, has resigned to become general manager of the Interstate Drop Forge Co. of Milwaukee.

B. G. Brennan has been appointed general sales manager of the Inland Products Co., manufacturer of the Inland Spiral-Cut and Oilless piston rings.

Ralph C. Chestnutt has been appointed chief engineer of the Templar Motors Co. at Cleveland.

Frank Talbott, who was formerly general manager of the Victor Rubber Co., has been appointed general manager of the Virginia Rubber Co., with headquarters at Charleston, W. Va. Since leaving the Victor, Talbott has been directing the manufacture and sales end of a new tire he has invented. It is announced that the tire will be manufactured at the Virginia plant instead of at Cleveland.

J. M. Dixon and N. E. Oliver have been appointed directors of the Quaker City Rubber Co., Philadelphia. Dixon is president of the Tobacco Products Co. and a director in other corporations. Oliver, who has been identified with the rubber industry for 25 years, was formerly associated as a director with the Diamond Rubber Co. and later became general manager of the B. F. Goodrich Co. of New York.

Victor M. Denis has resigned from the position of sales manager of the Hoag-Winter Auto Co., Arvern, N. Y. He expects to become affiliated with a competitive concern.

W. G. Booth, who for the past year has been the leading salesman in the Detroit office of the Grier Battery Supply Co., has been appointed branch manager of the Cleveland office. Mr. Grier, who opened this office and has been in charge up to the present time, has returned to Detroit.

A. F. Bassett has been appointed assistant sales manager of the motor bearings division of the Hyatt Roller Bearing Co. Mr. Bassett, a graduate of Yale-Sheffield school, brings to this division several years of combined sales and engineering experience with other divisions of this company. Previous to his new appointment he was sales engineer for the Detroit territory.

Stewart McDonald, president of the Moon Motor Car Co., has been elected a director of the St. Louis Chamber of Commerce.

Clayton W. Buterfield has been appointed manager of sale of the new Owen-Dyneto Electric Corp., Syracuse, N. Y. This is the first appointment announced since the purchase several weeks ago of the Dyneto Electric Corp. by Ralph M. Owen.

Del Lang and Joseph Pender have joined the sales force of the Weaver Mfg. Co. For the past five years Lang has been with the Champion Spark Plug Co. Pender was formerly with the United States Steel Products Co.

F. Earl Richardson, for 10 years a leading figure in Cleveland retail and wholesale motor car circles, has been elected as president and general manager of the Avenue Motor Co., Maxwell-Chalmers dealers in Cleveland.

O. P. Robb has been appointed vice-president and sales manager of the Stephens Motor Car Co. For a number of years Mr. Robb has been a successful sales executive for the Moline Plow Co.

James F. Boyd, formerly manager of the Willys-Overland branch at Spokane, Washington, has been appointed branch manager at Indianapolis to succeed G. V. Orr, who resigned to become associated with the Willys-Overland distributor in the State of Iowa.

John P. Dods, for years associated with the Automobile Blue Book Publishing Co., has been appointed general manager of the Brightman Manufacturing Co., South Columbus, Ohio.

### MOTOR RECORD

PUBLISHED MONTHLY AT THE WEST STREET BUILDING, 90 West Street, New York, by

THE FERGUSON PUBLISHING CO.

President, ARTHUR D. FERGUSON, Sec. and Treas., A. L. Conley, Managing Editor, H. S. D. FERGUSON, Editor, Edward G. Ingram.

Telephone, Rector 5187.

Chicago Office, 20 E. Jackson Blvd., Telephone, Wabash, 5212; Cleveland office, R. A. McCarthy, Hollenden

Indianapolis representative, Norman B. Lavers, 4212 Winthrop Ave. Telephone, Washington 4527.

### SUBSCRIPTION RATES

In the United States and its Possessions, \$3 a year. Single Copies, 35 cents. Canada, Mexico, and Other Foreign Countries, \$5 a year U. S. Money.

Entered as Second Class Matter, July 17, 1917, at the Post Office at New York, New York, under the Act of March 3, 1879.

### NOTICE TO ADVERTISERS

Insertion of new advertisements or change of copy cannot be guaranteed if received later than the 25th of the month preceding the date of publication.

NO legal contract can be binding unless there has been a "meeting of minds," as it is commonly called. A common language makes this possible, but unless care is taken to be specific, confusion may even

In 1916, the Society of Automotive Engineers prepared, in co-operation with engineers and representatives of service departments of automobile companies, a list of standard names for the common automobile parts, in order to eliminate confusion that existed due to the promiscuous naming of parts which had developed in the early growth of the industry.

The standard nomenclature was approved by the Society members and largely followed by service managers in making up parts' lists. This has resulted in saving a surprising amount of time and money in the definite and prompt making and filling of orders for parts. Certain names, the use of which was recommended in the nomenclature, were, however, not adopted as generally as might be desired, probably the most important of these being the term "engine" for designating an internal combustion unit of the most prevalent type of automobile, the word "motor" being used to a centain extent instead.

"Motor" is the correct name for an electric unit used

for changing electrical into mechanical energy, and its meaning as applied to internal-combustion engines can be understood only by the context. An electric motor

is commonly used on gasoline automobiles in connection

with the starting apparatus.

The continued misuse of the word "motor" is probably due to two factors. It is used, and correctly, to designate a moving vehicle. In addition, many companies building engines were organized in the early years of the industry and included the word "motor" in their official names. As the companies prospered, the names became valuable assets and a change has been considered unwise from a business standpoint.

Nomenclature is, in a last analysis, determined by usage. Many words are common today which are in a derivative sense, entirely illogical, as well as entirely different in meaning from what they meant originally. "Electric motor" and not "electric engine" is, of course, the name for the electric unit; and the term "steam motor" is not used as applying to a prime mover. "Engine trucks" and "engine vehicles" would be equally anomalous.

There seems to be little doubt of the logic and consistency of the use of the word "engine" to denote the internal-combustion or "gas" unit of motor vehicles.

N OW is the time to go after repair business which will keep you occupied during the winter. Winter is the logical time for a man to have his car overhauled. Send out circular letters to all those car owners who you think will need their cars overhauled, calling attention to the fact that you have the facilities for doing a thorough job, that is, if you have. If you have not, and unfortunately there are quite a few in this class, it is high time that you get them.

Complete shop equipment is essential to the turning out of a good overhaul job. It is also essential to the success of your business. To make a fair profit in the repair end of your business it is almost essential for you to be able to turn out thorough work in a minimum length of time, for time is money, and reliable work ensures future business.

I T is expected that the Bureau of Public Roads will call upon the various state highway commissions and good road organizations throughout the country to combat propaganda against motor truck transportation. Both manufacturers and owners of motor vehicles, especially trucks, are making vigorous protests against the methods adopted by electric railways to secure freight traffic which is now transported over the highways.

FTER the greatest summer season in its history, the automobile accessory business in Chicago is getting back to its accustomed stride. Dealers in accessories everywhere report sales in the past six months as beyond every expectation and preparation. Spotlights, bumpers, stoplights and seat covers have been oversold in a number of places, and every dealer expects that the winter will be good.

The great majority of American farmers prefer light truck for their delivery and hauling work as evidenced from a compilation of figures by the statistical department of the Republic Truck Sales Corp., Alma, Mich. Forty-one per cent. of the trucks in use on American farms today are rated in the 3/4-1-ton class, 18 per cent. are 1½-ton, 28 per cent are 2-ton, 4 per cent are 3-ton and 9 per cent. are miscellaneous

Republic truck sales for the past three years, parallel the average of the United States, the percentage of sales of various models to farmers being approximately the same as the figures given above.

### Prices of Current Models of Passenger Cars

### REVISED MONTHLY

\*With Starter and Demountable Rims.

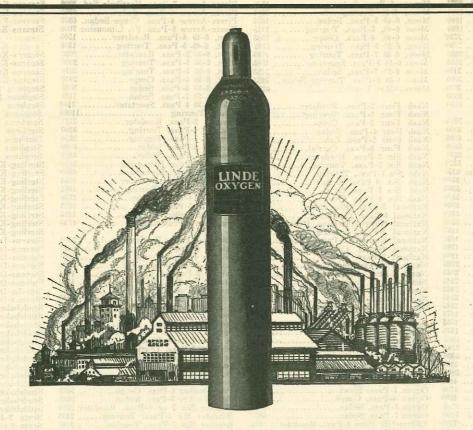
		THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	
	2002	Devials 2 Page Submarine Spidet's 4850	Gardner 5-Pass. Touring 895
Ace, F Roadster\$1295	Cadillac 4-Pass. Victoria 3875	Daniels 2-Pass. Submarine Sp'dst'r 4850 Davis 71 5-Pass. Phaeton 1295	Gardner 5-Pass. Sedan
Ace, F 5-Pass. Touring 1295	Case, X 3-Pass. Roadster	Davis 74 5-Pass. Sedan 1795	Gardner Business Coupe 1095
Ace, F 5-Pass. Sport Sedan 2295	Case, X 5-Pass. Sedan	Davis 61 5-Pass. Touring 1595	Gearless Steamer 2600
Ace, L 2 or 3 Pass. Roadster 2260	Case, X 4-Pass. Suburban Coupe 2550	Davis 63 4-Pass. Sport 1695	Grant 2-Pass. Roadster 1385
Ace, L 5-Pass. Touring	Case, W 7-Pass. Touring 2250	Davis 65 3-Pass. Roadster 1595	Grant 5-Pass. Touring 1385
	Case, W 4-Pass. Coupe 2850	Davis 75 4-Pass. Coupe 1795	Grant 3-Pass. Coupe 1895
Ace, C 2 or 3 Pass. Roadster 2975 Ace, C 7-Pass. Touring	Case, W 7-Pass. Sedan 3250	Detroit Steamer, Touring 1585	Grant 5-Pass. Sedan 1945
Ace C 1-Page Sport Sedan 4000	Case, W 4-Pass. Sport 2200	Dixie Flyer 2-Pass. Roadster 1175	Gray Roadster 490
Adria 9-Page Roadster 1293	Chalmers Roadster 1185	Dixie Flyer, 2-Pass. Speedster 1245	Gray 5-Pass. Touring 490
Adria 5-Pass Touring 1290	Chalmers 5-Pass. Touring 1185	Dixie Flyer 5-Pass. Touring 995	Gray 5-Pass. Coach 760
Adria 5 Pass Sedan 1995	Chalmers 7-Pass. Touring 1345	Dixie Flyer 5-Pass. Sport Touring. 1295	TI!: II-1 4 D (D!
American 2-Pass Roadster 1889	Chalmers 4-Pass. Coupe 1595	Dixie Flyer 4-Pass. Coupe 1545	Hamlin-Holmes 4-Pass. Touring
American 5-Pass Touring 100	Chalmers Sedan	Dixie Flyer 5-Pass. Sedan 1595	Handley-Knight 5-Pass. Touring 2250
American 7-Pass Touring 1800	Champion 5-Pass. Tourist 895	Dodge Bros. 2-Pass. Roadster 850 Dodge Bros. 5-Pass. Touring 880	Handley-Knight 7-Pass. Touring 2450 Handley-Knight Sport DeLuxe 2650
American 4-Pass Sport 1889	Champion 5-Pass. Special 1050	Dodge Bros., 2-P. Business Coupe 980	Handley-Knight 4-Pass. Coupe 3450
American 5-Pass Sedan 4400	Chandler 2-Pass. Roadster 1495	Dodge Bros. 5-Pass. Sedan 1440	Handley-Knight 7-Pass. Sedan 3450
American Steamer 5-Pass Touring 1000	Chandler 2-Pass. Special Roadster. 1595	Dorris 4-Pass. Tourist 3950	Hanover 2-Pass. Roadster 295
Anderson 2 or 5-Pass, Roadster 1495	Chandler 4-Pass. Roadster 1495 Chandler 5-Pass. Touring 1495	Dorris 7-Pass. Touring 3950	Hanson, 30 5-Pass. Touring 995
Anderson 5-Pass. Touring 1495	Chandler 7-Pass. Touring 1645	Dorris 4-Pass. Coupe 4985	Hanson, 66 2-Pass. Roadster 1595
Anderson 7-Pass. Touring 1595	Chandler 4-Pass. Coupe 1995	Dorris 7-Pass. Sedan 5750	Hanson, 66 5-Pass. Touring 1595
Anderson 4-Pass. Coupe	Chandler 7-Pass. Sedan 2375	Dort 2-Pass. Roadster 885	Hanson, 66 7-Pass. Touring 1795
Anderson 2-Pass. Speedster 1785	Chandler 7-Pass. Limousine 2895	Dort 5-Pass. Touring 885	Hanson, 60 4-Pass. Sport 1695
Anderson 4-Pass. Sport Touring 1595	Chandler 4-Pass. Dispatch 1645	Dort 3-Pass. Harvard Coupe 1265	Hanson, 66 4-Pass. Coupe 2475
Anderson 4-Pass Illtra Sport 10ur. 1949	Chandler, 4-Pass. Royal Dispatch., 1745	Dort 2-Pass. Yale Coupe 1045	Hanson, 66 5-Pass. Sedan 2585
Anderson 5-Pass Alum, Six Tour, 1195	Chandler 5-P. Metropolitan Sedan. 2295	Dort 5-Pass. Harvard Sedan 1385	Hatfield 4-Pass. Roadster 1345
Apperson 4- Pass Sportster 2020	Chevrolet Superior 2-Pass. Roadster 510	Dort 5-Pass. Yale Sedan 1095	Hatfield 5-Pass. Touring 1345
A 7 Doce Touring 2040	Chevrolet Superior 5-Pass. Touring 525 Chevrolet Superior 4-Pass Coupe 840	Driggs 2-Pass. Roadster	Hatfield 4-Pass. Coupe
Apparent A Pace Tourster 4999	Chevrolet Superior 4-Pass Coupe 840 Chevrolet Superior 5-Pass, Sedan 860	Driggs 4-Pass. Touring	Haynes, 55 2-Pass. Roadster 1545
Amarron 7 Page Sedan	Chevrolet Superior 5-Pass. Sedan 860 Chevrolet Sup. 2-P. Utility Coupe 680	Driggs 4-Pass. Sedan	Haynes, 55 5-Pass. Touring 1495
A present A Page Spretr-Toureduitt 2995	Chevrolet FB Roadster 865	Duesenberg 2-Pass. Roadster 6500	Haynes, 55 3-Pass. Coupelet 2095
Apperson 7- Pass Limonsine Schall, 9000	Chevrolet FB Touring 885	Duesenberg 4-Pass. Touring 6500	Haynes, 55 5-Pass. Sedan 2395
Appareon 4-Page ITSTT-1011FEUUIDL 0410	Chevrolet FB Coupe	Duesenberg 5-Pass. Touring 6500	Haynes, 75 2-Pass. Speedster 2395
Apperson 4-Pass. Sedanet. 3625 Auburn 5-Pass. Touring. 1475	Chevrolet FB Sedan 1395	Duesenberg 7-Pass. Touring 6750	Haynes, 75 7-Pass. Touring 2395
Auburn 7-Pass. Touring	Cleveland 3-Pass. Roadster 1085	Duesenberg 4-Pass. Coupe 7800	Haynes, 75 7-Pass. Sedan 3395
Auburn 7-Pass Sedan	Cleveland 5-Pass Touring 1095	Duesenberg 5-Pass. Sedan-Lim'sine 7800	Haynes, 75 4-Pass. Tourister 2895
Auburn 4-Pass. Sport 1895	Cleveland 4-Pass Coupe 1495	Duesenberg 7-Pass. Sedan-Lim'sine 7800	Haynes, 75 5-Pass. Brougham 3095
	Cleveland 5-Pass. Sedan 1585	Duesenberg 5-Pass. Brougham 8800	Haynes, 75 7-Pass. Suburban 3395
Bay State 3-Pass. Roadster 1800	Cleveland Sport 1260	Duesenberg Chassis 5250	Haynes, 48 2-Pass. Speedster 2895
Par State 5-Pass Touring 1800	Climber Four 2-Pass. Roadster 1385	DuPont 2-Pass. Roadster 3000	Haynes, 47 7-Pass. Touring 2895
Par State 4-Pass Coupe 2400	Climber Four 5-Pass. Touring 1385	DuPont 5-Pass. Touring 3200	Haynes, 48 4-Pass. Fourister 2895 Haynes, 48 5-Pass. Brougham 3595
Bay State 5-Pass Sedan	Climber Six 2-Pass. Roadster 2250	DuPont 4-Pass. Coupe 3800 DuPont 5-Pass. Suburban Sedan 4000	Haynes, 48 7-Pass. Sedan 3895
Power 5 Page Touring 1430	Climber Six 5-Pass. Touring 2250 Climber Six 2-Pass. Coupe 2490	DuPont 5-Pass. Touring Sedan 4000	Haynes, 48 7-Pass. Suburban 3895
Darre A Page ( Oline 4133	Climber Six 2-Pass. Coupe 2750	Durant Four 2-Pass. Roadster 890	Holmes 4-Pass. Roadster 2500
Beggs, 5-Pass. Sedan	Coats Steamer 2-Pass. Roadster 1085	Durant Four 5-Pass. Touring 890	Holmes 7-Pass. Touring 2500
Beggs, 5-Pass. Sport	Coats Steamer 5-Pass. Touring 1085	Durant Four 4-Pass. Coupe 1365	Holmes 7-Pass. T'ring w. Artc. Top 2600
Bell, 4-32 Roadster. 1000 Bell, 4-32 Touring. 1200	Coats Steamer 5-Pass. Sedan 1495	Durant Four 5-Pass. Sedan 1365	Holmes 4-Pass. Coupe 3300
Bell, 6-50 Boadster	Cole 2-Pass, Roadster 2685	Durant Six 2-Pass. Roadster 1600	Holmes 6-Pass. Sedan 3600
Dall 6 50 Touring	Cole 4-Pass Sportster	Durant Six 5-Pass. Touring 1650	Howard
Diddle December 2950	Cole 7-Pass Touring 2005	Durant Six 4-Pass. Coupe 2250	H. C. S. 2-Pass. Roadster 2475
Diddle Touring	Cole 4- Pass Coune	Durant Six 5-Pass. Sedan 2400	H. C. S. 5-Pass. Touring 2175
Biddle Coune Sedan	Cole 7-Pass Sedan 3885	E 10 D D 1405	H. C. S. Sport Sedan.       3250         H. C. S. 5-Pass. Sedan.       3475
Diddle Brougham	Cole 2-Pass. Coupe	Earl 2-Pass. Roadster	Hudson 4-Pass. Phaeton 1525
Diddle Timousine	Cole 7-Pass. Berline 3885	Earl 5-Pass. Touring	Hudson 7-Pass. Phaeton 1525
Direct 20 Pondeter 195	Cole 5-Pass.         Suburban.         3685           Cole 7-Pass.         Tousedan.         3085	Earl 4-Pass. Brougham	Hudson 4-Pass. Coupe
Birch, 30 Touring	Columbia Light Six 5-Pass. Touring 985	Earl 4-Pass. Cabriolet	Hudson 7-Pass. Sedan 2295
Birch, 44 Roadster	Columbia Light Six 5-Pass. Sedan. 1395	Elcar Four 3-Pass. Roadster 1095	Hudson 5-Pass. Coach 1625
Birch, 44 Touring	Columbia DeLuxe 2-Pass. Roadster 1475	Elcar Four 5-Pass. Touring 1095	Huffman 3-Pass. Roadster :395
Birch, 44 4-Pass. Sport	Columbia DeLuxe 5-Pass, Touring, 14/5	Elcar Sportster 1095	Huffman 5-Pass, Touring. 1395 Huffman 3-Pass, Coupe. 2295
Direch 66 Roadster	Columbia De Luve 4-Pass, Sport., 1475	Elcar Four 3-Pass. Coupe 1345	Huffman 3-Pass. Coupe 2295
Pirch 66 Touring	Columbia DeLuxe 4-Pass. Coupe 2295	Elcar Six 3-Pass. Roadster 1395	Huffman 5-Pass. Sedan 2295
Direct 66 7 Page Sedan 1999	Columbia DeLuxe 5-Pass. Sedan 2350	Elear Six 4-Pass. Sportster 1395	Hupmobile 2-Pass. Roadster 1150 Hupmobile 5-Pass. Touring 1150
Direch 66 4 Page Sport	Comet 5-Pass. Touring	Elcar Six 5-Pass. Touring	Hupmobile 4-Pass. Coupe 1635
Pour Davis 5- Pass, Touring 1000	Comet 5-Pass. Sedan	Elcar Six 5-Pass. Coupe	Hupmobile 5-Pass. Sedan 1785
Bour Davis, 7-Pass. Touring 1000	Corinthian 2-Pass. Roadster 5000 Corinthian 5-Pass. Touring 5000	Elear Six 5-Pass. Brougham 1995	Hupmobile 2-Pass. Roadster-Coupe. 1335
Bradley 5000 Brewster, 4-Pass. Roadster 5000	Corinthian 7-Pass. Touring 5000	Elgin, K-1 2-Pass. Roadster 1345	
Description 5000	Corinthian 3 or 4-Pass. Coupe 08/5	Elgin, K-1 5-Pass. Touring 1295	Jackson 4-Pass. Sport 1685
Brewster, 6-Pass Sedan	Corinthian 7-Pass. Sedan 7290	Elgin, K-1 4-Pass. Scout 1345	Jackson 5-Pass. Touring 1485
	Courier 2-Pass. Roadster 1395	Elgin, K-1 4-Pass. Coupe 1695	Jackson 5-Pass. Semi-Sport 1585
Braueter 6-Pass Brougham 1000	Courier 5-Pass. Phaeton 1395	Elgin, K-1 5-Pass. Sedan 1695	Jackson 4-Pass. Coupe
Brewster 6-Pass, Landaulet 1000	Courier 4-Pass, Sport 1495	Essex 5-Pass. Phaeton	Jackson 5-Pass. Sedan
Brewster 6-Pass Cabriolet 1000	Courier Sport Roadster	Essex 2 or 3-Pass. Coach 1245	Jewett 2-Pass. Roadster 995
Brewster 6-Pass, Limousine L'nd let 7000	Courier Sedan	Losex 2 01 0-1 ass. Capitote 1140	Jewett 5-Pass. Touring 995
Buick Four 2-Pass. Roadster 865 Buick Four 5-Pass. Touring 885	Crawford 2-Pass. Roadster 3000	Fergus Chassis 8500	Jewett 4-Pass. Coupe 1445
Buick Four 3-Pass. Coupe 1175	Crawford 4-Pass. Touring 3000	Ferris 2-Pass. Roadster 2895	Jewett 5-Pass. Sedan 1465
Buick Four 5-Pass. Sedan 1395	Crawford 5 or 7-Pass. Touring 3000	Ferris 6-Pass. Touring 2795	Jordan 2-Pass. Roadster 1895
Buick Four Touring Sedan 1325	Crawford 3 or 4-Pass. Coupe 4500	Ferris 6-Pass. Sport	Jordan 5-Pass. Touring 1795
Buick Six 3-Pass. Roadster 1175	Crawford 5 or 7-Pass. Sedan 4500	Ferris 4-Pass. Closed 3895	Jordan 4-Pass Sport
Buick Six Sport Roadster 1625	Cunningham	Ford 2-Pass. Runabout	Jordan 5-Pass. Sedan
Buick Six 5-Pass Touring 1195		Ford 2-Pass. Runabout*	Jordan 4-Pass, Brougham 2485 Jordan 2-Pass, Laudaulet 2485
Buiels Six Sport Touring 1073	Dagmar Sport	Ford 5-Pass. Touring	Jordan 2-1 ass. Daudauret 2400
		Ford 2-Pass, Coupe* 580	Kelsey Four 2-Pass. Roadster 985
Buick Six 4-Pass. Sedan         1895           Buick Six 7-Pass. Touring         1435           Buick Six 7-Pass. Sedan         2195           Buick Six 7-Pass. Sedan         1935	Daniels 2-Pass. Marine Roadster 4350	Ford 2-Pass. Coupe*	Kelsey Four 5-Pass. Touring 985
Buick Six 7-Pass. Touring 1455	Daniels 4-Pass. Emergency R'dster 4350	Fox 5-Pass. Touring 3900	Kelsey Four 4-Pass. Coupe 1400
Buick Six 7-Pass. Sedan		Fox 3-Pass. Coupe	Kelsey Four 5-Pass. Sedan 1450
Buick Six Touring Sedan 1125	Daniels 3 to 4-Pass. Coupe 5350	Fox 5-Pass. Sedan	King 2-Pass. Roadster 1795
Bush Six, 5-Pass. Touring 1350	Daniels 7-Pass, Sedan 6000	Franklin 2-Pass. Runabout 1970	Kigg 7-Pass. Touring 1795
Dusii Sia, o Lass. Louing.	Daniels 7-Pass. Special Sedan 6800 Daniels 4-Pass. Close Coupled Sedan 6250	Franklin 5-Pass. Touring 1950	King 4-Pass. Toursome 1795
Cadillac 2-Pass. Roadster 3100	Daniels 4-Pass. Close Coupled Sedan 6250	Franklin 4-Pass. Coupe 2750	King 4-Pass. Coupe
Cadillac 5-Pass Phaeton 3150	Daniels 7-Pass, Landaulet Br'gham 7100	Franklin 5-Pass. Sedan	King 6-Pass. Sedan
Cadillac 7-Pass Touring	Daniel S. Pass. Landaulet Br'gham 7250 Daniel T. Pass. Town Brougham 6250	Franklin 2-Pass. Demi-Coupe 2100 Franklin 5-Pass. Demi-Sedan 2250	Kissel 5-Pas. Standard Touring 1885
Cadillac 2-Pass Coune	Daniels 7 Pass. Suburban Limousine 6025	Franklin 4-Pass. Brougham 2250	Kissel 7-Pass. De Luxe Touring 2385
Cadillac 5-Pass. Coupe 3920	Danie's Crass, Suburban Limousine 6025	D 11: F D D T 1:00	Kissel 4-Pass De Luxe Tourster., 2385
G 1	Daniels 7 Pass Town Limousine 6950	Franklin a-Page Louring-Limongine	
Cadillac 5-Pass Sedan	Daniels 7-Pass. Town Limousine 6250 Daniels 7-Pass. Landaulet Suburban 6300	Franklin 5-Pass. Touring-Limousine 3150 Frontenac	Kissel 4-Pass. De Luxe Tourster 2385 Kissel 4-Pass. De Luxe Coupe 2975
Cadillac 7-Pass. Limousine 4550	Daniels 7-Pass. Landaulet Suburban 6300 Daniels 2-Pass. Cabriolet 5300	Frontenac	Kissel 6-Pass De Luxe Sedan 3075
Cadillac 7-Pass. Sedan	Daniels 7-Pass. Landaulet Suburban 6300 Daniels 2-Pass. Cabriolet 5300	Frontenac	Kissel 4-Pass. De Luxe Coupe 2975 Kissel 6-Pass. De Luxe Sedan 3075 Kissel 6-Pass. De Luxe Urban Sed. 3375
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La Fayette 4-Pass. Torpedo La Fayette 4-Pass. Coupe	4090 5500	
La Fayette 7-Pass. Sedan La Fayette 7-Pass. Limousine	5500	1000
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Lone Star 2-Pass. Roadster	1395	
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Monroe 5-Pass. Sedan	1520 1295 1695	
Moon 6 40 4 Door Course	1445 1585 1785	
Moon, 6-58 5-Pass. Touring.  Moon, 6-58 7-Pass. Touring.  Moon 6-58 5-Pass. Sporttour.  Moon 6-58 7-Pass. Sedan.  Moon 6-58 5-Pass. Touring Sedan.	1785 1885 2485	
Murray-Mac Touring	2485 4250 915	
Nash Four 2-Pass. Roadster Nash Four 5-Pass. Touring Nash Four 3-Pass. Coupe Nash Four 4-Pass. Sedan	935 1385 1545	
Nash Four 2-Pass. Cab Nash Four 5-Pass. Carrial Nash Six 2-Pass. Roadster	1195 1275 1210	
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Nash Six 7-Pass. Sedan	2190 1395 2±75	
National 3-Pass. Roadster. National 4-Pass. Phaeton. National Newport 4-Pass. Phaeton. National 7-Pass. Touring National Newport 7-Pass. Phaeton. National 4-Pass. Coupe National 4-Pass. Sedan. National 4-Pass. Roadster	2475 3025 2375	
National Newport 7-Pass. Phaeton. National 4-Pass. Coupe National 7-Pass. Sedan	3150 3725 3825	
Noma 2-Pass. Roadster	3250 2500 2500 2600	
Norwalk 5-Pass. Touring	3500 1035	
Oakland 2-Pass. Roadster	975 995 1165	
Oakland 2-Pass. Roadster. Oakland 5-Pass. Touring. Oakland, 4-Pass. Sport. Oakland 2-Pass. Coupe. Oakland 4-Pass. Coupe. Oakland 5-Pass. Sedan. Ogren 4-Pass. Roadster. Ogren 5-Pass. Sport.	1185 1445 1545	
Ogren 7-Page Sport	3850	
Ogren 4-Pass. Coupe. Ogren 5-Pass. Sedan Ogren 7-Pass. Sedan Oldsmobile Four 4-Pass. Roadster. Oldsmobile Four 5-Pass. Touring.	4800 4800 995	
Oldsmobile Four 4-Pass. Coupe	1475	
Oldsmobile Four 5-Pass. Sedan Oldsmobile Four 5-Pass. Calif. Top. Oldsmobile Four Brougham	1595 . 1350 . 1375	
Oldsmobile, 47 5-Pass. Rousier Oldsmobile, 47 4-Pass. Sport. Oldsmobile, 47 4-Pass. Sport. Oldsmobile, 47 5-Pass. Sedan. Oldsmobile, 47 Super-Sport. Oldsmobile, 47 Super-Sport. Oldsmobile, 46 7-Pass. Touring.	. 1875 . 2205 . 1675 . 1735	
Oldsmobile, 46 6-Pass. Sport	1735	
Oldsmobile, 46 7-Pass. Sedan Overland 2-Pass. Roadster Overland 5-Pass. Touring Overland 2-Pass. Coupe	. 525	
Overland 5-Pass. Sedan	. 875	
Packard Single-Six 4-Pass. Coupe.	2485 2685 3175	
Packard Single-Six 5-Pass. Sedan. Packard Single-Six 4-Pass. Sport. Packard Single-Six 7-Pass. Sedan. Packard Single Six 7-P. SedLim Packard Twin-Six 2-Pass. Runabou	. 3275 . 2650 . 3525 . 3575	
Packard Twin-Six 2-Pass. Runabout Packard Twin-Six 7-Pass. Touring Packard Twin-Six 4-Pass. Phaeton	3850 3850 3850	
Packard Twin-Six Coupe Packard Twin-Six Sedan Packard Twin-6 7-Pass. Limousin	. 5240 . 5400 e 5275	
Paige, 6-44 2-Pass. Roadster Paige, 6-44 5-Pass. Touring Paige, 6-44 4-Pass. Sport	. 1465 . 1465 . 1595	
Paige, 6-44 4-Pass. Coupe	. 1995 . 2245 . 2195	
Packard Twin-Six 2-Pass. Runabour Packard Twin-Six 7-Pass. Touring Packard Twin-Six 4-Pass. Phaeton Packard Twin-Six Coupe. Packard Twin-Six Sedan. Packard Twin-6 7-Pass. Limousin Paige, 6-44 2-Pass. Roadster. Paige, 6-44 4-Pass. Touring. Paige, 6-44 4-Pass. Sport. Paige, 6-44 4-Pass. Coupe. Paige, 6-64 5-Pass. Touring. Paige, 6-66 7-Pass. Touring. Paige, 6-66 5-Pass. Coupe. Paige, 6-66 7-Pass. Sport.	. 2245 . 3100 . 3155	
Paige, 6-66 Daytona. Pan 5-Pass. Touring. Paterson 5-Pass. Touring.	. 2495 . 1190 . 1390	
Paterson 7-Pass. Touring	. 1425 . 2395 . 2395	
Paige, 6-66 Daytona Pan 5-Pass. Touring Paterson 5-Pass. Touring Paterson 7-Pass. Touring Paterson, 4-Pass. Coupe Paterson, 4-Pass. Coupe Paterson 5-Pass. Sedan Peerless 4-Pass. Phaeton Peerless 7-Pass. Phaeton Peerless 2-Pass. Town Coupe Peerless 4-Pass. Suburban Coupe Peerless 5-Pass. Town Sedan Peerless 7-Pass. Suburban Sedan Peerless 7-Pass. Berline Limousin Peerless 4-Pass. Opera Brougham Piedmont Four Touring Piedmont Four Touring	. 2990 . 2990 . 3300	
Peerless 7-Pass. Suburban Coupe Peerless 7-Pass. Suburban Sedan Peerless 7-Pass Rerling Limewin	. 3900 . 3900 . 4090	
Peerless 4-Pass. Opera Brougham. Piedmont Four Touring. Piedmont Six Touring.	. 4900 . 970 . 1285	
Pierce-Arrow 3-Pass. Roadster Pierce-Arrow 4-Pass. Touring Pierce-Arrow 7-Pass. Touring	. 5250 . 5250 . \$250	
Piedmont Four Touring. Piedmont Six Touring. Pierce-Arrow 3-Pass. Roadster. Pierce-Arrow 4-Pass. Touring. Pierce-Arrow 7-Pass. Coupe. Pierce-Arrow 3-Pass. Coupe. Pierce-Arrow 7-Pass. Limousine.	. 6800 . 7000 . 7000	

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Pierce-Arrow 4-Pass Sedan	6900	
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riiot, 0-30 2-rass. Roadster	2000	
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Pilot, 6-50 7-Pass. Touring	2050	
Pilot, 6-50 4-Pass. Coupe	2950	
Pilot, 6-50 5-Pass. Sedan Pilot, 6-50 7-Pass. Sedan	3000	
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Prado Touring	11000	
Premier 2-Pass. Roadster	3150	
Premier 4-Pass. Touring	3100	
Premier 4-Pass. Touring Premier 4-Pass. Touring Premier 4-Pass. Sedan	3250	
Premier 4-Pass. Sedan Premier 7-Pass. Sedan Premier 7-Pass. Limousine	5100	
Premier 7-Pass. Limousine	5200	
Premier 7-Pass. Sedan Premier 7-Pass. Limousine Premier 4-Pass. Brougham	4300	
Premocar 3-Pass. Roadster	1095	
Premocar 5-Pass. Touring	1095	
Premocar 4-Pass. Coupe	1750	
Premocar 5-Pass. Sedan	1825	
Premocar California Top	1195	
Premocar 4-Pass. Coupe	1750	
Raleigh 3-Pass. Roadster	2300	
Raleigh 5- Page Touring	2450	
Raleigh 4-Pass. Coupe	3200	
Raleigh 5-Pass. Sedan	5500	
Ranger 2-Pass, Roadster	1195	
Ranger Special 2-Pass. Roa	dster 1350	
Ranger 5-Pass. Touring	1195	
Ranger Special 5-Pass. Tou	ring 1350	
Reo 1-Pass. Touring	1400	
Reo 5-Pass. Phaeton	1645	
Reo 4-Pass. Coupe	2355	
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Vogue, 6-66 5-Pass. Touring Vogue, 6-66 7-Pass. Touring	1785
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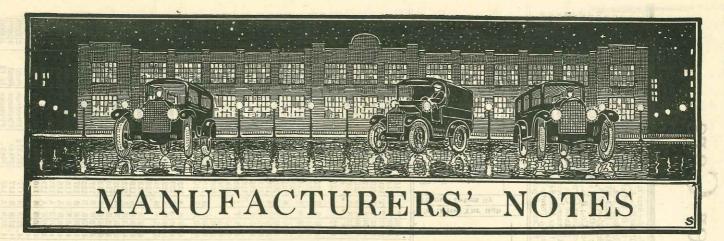
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2012-22



Taylor Rubber Co., Ltd., has acquired a block of 48 acres of land in Aurora, Ont., is planning to erect a factory to which its manufacturing operations will be transferred. Engineers are at work on plants, but building has not yet commenced. The plant will have a capacity of 500 tires a day.

Martin-Parry Corp. reports sales of bodies about 75 per cent. ahead of last year, with August sales about double last year. Although dollar volume is smaller than last year per body, total sales in dollars still is well ahead of 1921 because of increased production.

Metropolis Bending Co., Cleveland, manufacturer of top bows, has succeeded the Union Bow Co., through which it has sold its product for many years. A. E. Puls, formerly in charge of the sales department of the Union Bow Co., has been appointed sales manager and assistant treasurer with headquarters in Cleveland.

The first unit of the new Flint Motor Car Co., organized by W. C. Durant, is now under way and should be completed, according to contract, by July 1, 1923. This unit will be 900 feet by 80.

Walworth Realty Co., a subsidiary of the Walworth Manufacturing Co. of Boston, has awarded a contract for the construction of a warehouse, pipe shop and garage in Long Island City. The main building will contain the offices, city sales department, shipping room, and space for the storage of fittings and materials. The pipe storage building is to be 60 x 214 feet.

P. J. Janssen, Ltd., exporter of automotive products with offices in New York City, Singapore and Bandoeng, Java, has opened offices in Amsterdam to handle the business in Holland, Belgium and Scandinavian countries of American automotive manufacturers.

L. H. Gilmer Co., Tacony, manufacture of automotive equipment, is producing 20,000 fan belts every twenty-four hours, according to Ludwell H. Gilmer, president. This department is operating at two-thirds of capacity, while other departments are running twenty-four hours a day. The plant is shipping approximately 150,000 fan belts and 1,000,000 feet of brake bands a month to the Ford Motor Co. The company has approved plans and is about to award a contract for the erection of a new power plant and a storage house at a cost of approximately \$200,000.

Holbrook Co., manufacturer of automobile bodies, announces plans to double its present capacity at the Hudson, N. Y., plant. The company now employs 120 men. An addition to its present plant to cost \$100,000 will be erected.

Mueller Electric Co. has completed its new building at 1583 East 31st St., Cleveland, which will permit it to expand its activities in the manufacture of electric specialties.

Springfield Commercial Body Co., Inc., has been formed in Springfield Mass., to manufacture, repair and deal in automobile bodies. Charles B. Ring is president and L. Philip Smith is treasurer of the concern, which has an authorized capitalization of \$200,-

Racine (Wis.) Metal Stamping Co. has changed its corporate title to Racine Screw Works, to better designate the present nature of its principal business. Albert O. Falkenrath is president, and Jerome J. Ritter, secretary.

Federal Rubber Co., Cudahy, Wis., has started construction work on three additional floors of a new seven-story manufacturing addition, 120 x 250 ft., the foundations and first floor of which were erected last year. The structure is projected as a seven-story building, and the remaining three stories will be built early in 1923. It will represent an investment of about \$400,000, including equipment.

Cropper-Kinney Auto Spring Co. has been incorporated at Lebanon, Ohio. George Cropper, president and treasurer has been connected with the Milburn Wagon Co., on its sales force, for the past 25 years. L. H. Kinney, vice-president and general superintendent had charge of the Studebaker spring factories for over 12 years. Lately he was president of the Cincinnati Auto Spring Co. A. M. Kinney will be assistant superintendent. The company expects to be in operation by Oct. 15 and will manufacture the Star Brand spring.

Borg & Beck Co., clutch manufacturer, plans to transfer its recently acquired Hough Mechanical Hoist Co. from Chicago to Moline with a force of 100 men. The hoist is used to elevate dumping wagon bodies.

Lee Motors, Inc., Syracuse, has taken over the agency for Syracuse and Central New York for the Oakland.

# Technical Specifications of Passenger (

es on one sideo f Cylinder; T., Valve 11, COOLING SYSTEM—P., Pump, 2000; Cart., Carter; Newc., Newcomb; Vacuum; P., Pressure; G., Gravity, S. Lit. & Heat Co.; Wd.Leen., Ward P., Plate; C., Cone; O.-C., Oil Cone n-Lipe; Chil., Chilton; Cli, Climax; Ks; Nort., Northway; Nor., Norwalk fit Co.; U.M.C., Universal Mach. Co. arsets Separate, TIRES—C. Clincher A., Arm; R., Radius Rods. Torque ABBREVIATIONS:—NAME AND MODEL—Theore name indicates that changes have been made in specifications since the last issue, or that the model is listed for the first time. ENGINE—Wisc. Wisconning: Two. Teetory: H-Spim., Herschell-Spillman; Ruten, Tutember; North-way: Duesch. Duescherg: Schol., Robinster. Spr., Spur. Ger. Gest. PSpim. Herschell-Spillman; Ruten. Disk Valve. CARBURETOR—Fill. Helical; Chn., Chairi, Spr., Spur. Ger. Ger. Sp. Spir. Spur. Ger. Ger. Sp. Spir. Spur. Ger. Ger. Sp. Spir. Spur. Ger. Cart. Cartery: News. The Cooled; † Thermostatic Control. OILING SYSTEM—F. Force Feed; S. Spish. CARBURETOR—Simb. Stromberg; Schol. Scholed: Ray. Rayfield: Hill. Tillioison; Cart. Cartery: News. Looked: Holloy: Zeni. Scholed: Spir. Spir. Spur. Ger. Scholed: Spir. Spir.

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	Type of Clutch	000000000000000000000000000000000000000		
	Make of Starting- Lighting System	Auto 2 Auto 2 Auto 2 Bijur G & D Remy Bijur-2 Remy	Delco Auto Auto Auto Auto G & D-2 Al-Ch 1 Dyneto-2 Uwest West U S L-1 Delco-1 Delco-1 Undeco-	Deltoc 1 Deltoc 2 Remy Deltoc 2 Remy Dyneto Dyneto-2 Auto West Deltoc-2 Auto West Deltoc-2 Auto Dyneto-2 Dyneto-2 Dyneto-2
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	Bore and Stroke in Inches	33/4x5 33/5x6 33/5x5 33/5x5 33/5x5 33/5x5 33/5x4 33/5x4 33/5x4 33/5x4 33/5x4 33/5x4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	9352555 202525555 202525555 202525555 20252555 20252555 20252555 2025255 2025255 202525 2025
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	Make of Engine	Own
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21	M. A. C. C. Rated H. P.	29.40 29.40 25.35 16.90 27.34 27.34 23.40	18.23 25.35 29.40 25.35 19.60	19.00 31.54 21.70 26.45 26.45 18.23	27 34 48 20 25 35 38 75 38 75 10 60 10 60 10 60 25 35 38 40 25 35 25 35 27 44 28 40 28 40 40 40 40 40 40 40 40 40 40 40 40 40 4	29.40 29.40 29.40 29.40 29.40 29.40 29.40 29.40 29.40 29.40 29.40 29.40	19.60 19.60 119.60 119.60 119.60 119.60 118.20 22.35 22.35 22.35 22.35 22.35 22.35 22.35 22.35 22.35 22.35 22.35 22.35 22.35 22.35 22.35 22.35 22.35 23.35 2
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	Bore and Stroke	3.7x5 3.4x4 3.4x4 3.4x4 3.4x4 3.4x4 3.3x6 3x6 3x6 3x6 3x6 3x6 3x6 3x6 3x6 3x6	33/8×5 31/4×5 31/2×51/4 31/2×51/4 21/2×5	2 %x434 3 %x5 ¼ 3 %x5 ¼ 2 7%x434 2 2 78x4 ¼ 3 3 %x4	23%x5 23 x6 23 x6 23 x6 33 x6	3.72x5 3.84x5 3.84x5 3.84x5 4.4xx6 3.34x43 3.75x5/4 4.4xx 4.4xx 4.4xx 4.4xx 3.75x5/4	3.95x6 3.75x4 3.75x6 3.
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No. Crankshaft Bearings

INING GEARS

RECORD,	OCT.,	192

Weight of Car Ready for Road

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Make of Engine  Make of Engine  (Cont. (Cont		Rated H. P. Max. Brake H. P.	23.44 47 220 29.40 60 220 25.35 50	
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	4	Number Cylindere Bore and Stroke In Inches Platon Displacemt. N. A. C. C. Rated H. P.	6 3½x4¼ 196 23.44 6 3½x5% 303 29.40 6 3½x5 249 25.35	Ruten 632,825 230 23.50 Cont 632,824,5242 27.34 Cont 632,824,6242 27.40 Cont 632,824,6242 27.40 Cont 123,825 Cont 123,825 Cont 632,825

### STEAM CARS

	to the test
Torque Taken by	Springs Springs & Frame Eng Frame
Car Drives Through	Springs Spings Springs Perch Rods
Type of Rear Spring	Semi El. Semi El. Semi El. Semi El. Semi El.
Tire	33x4 32x4 31x4 33x4 33x4
Gear	1.75 2.50 1.81 1.00 1.50
Condensing or Non-Conden.	Condensing! Condensing Condensing Condensing
Burner	Atomizing Atomizing Bunson Vaporizing
Fuel	Kero Kero Kero Kero
Fina I Dive	Bev. Gr. Spur Gr. Direct
Location	Hood UnderFloor Rear Axle Rear Axle Rear Axle
Bore and Stroke	35/8 x 41/4 3 3/4 x 41/4 3 x 6 4 x 5
No. Cyl.	लक्ष कथ
Type of Valves	Poppet Slide Slide Slide
Wheel- Type of Boiler Cocation Base Boiler Location Engine Valve Gear	CompDAct Joy Sing Act Cam Stev Link S Simp D Act Walscheart S Simp D Act Steve Link S
Type of Engine	CompDAct Sing Act D Act Simp D Act
Boiler	Hood Hood Hood Hood Hood
Type of Boiler	Watertube Hood 112 Fire Tube Hood 115 Fire Tube Hood 110 Watertube Hood 1110 Fire Tube Hood
Wheel- Base	121 112 115 115 130 130
Name and Model	American Steamer Couts Detroit Steamer Star-less Steamer Star-ley 740

# The Noiseless Car Is Yet To Be Built M

(Continued from page 5) such a form that they will tend to deaden instead of magnify sound, a great deal can be done.

cusable. It has been proved, for example, that it is haust without undue loss of power, yet there are a The second cause of noise, namely, that due to easily possible to almost completely muffle the ex-Improper laying out of the rear construction with regard to caring for the drive and pears to be more difficult to make the rear construccareless or imperfect design, is in most cases inexsponsible for body squeeks. Faulty workmanship, on the part of the body maker, often results in many rattorque reactions sometimes results in noise. It apcertain number of makers, who are not doing it. Weak frames, with insufficient rigidity, are often retion silent when no torque tube or arm is used. and squeeks. ties

The third cause of noise, that due to wear of the parts, probably never can be entirely overcome. Much can be done, however, by providing larger bearing area at all points where looseness may occur and furnishing efficient means of lubrication.

## Many Refinements in New Cole Series

(Continued from page 7)

wheel is 18 inches in diameter, and made of laminated walnut with finger grips on the inside and hand

grips on the outer surface.

The trunk rack and body guard rails are made of aluminum and carry out the idea of the Etruscan design. The trunk rack is anchored direct to the frame and serves as an additional support, which increases the rigidity. The windshield has been made rain proof by completely sealing the stationary lower section with rubber strips. The new Johnson Model R Carburetor is the swing valve type and gives greater economy, quicker acceleration and more speed, it is stated.

## Digest of Current Articles

(Continued from page 11)

some dealers say that there isn't money in handling equipment? Of course, there isn't. Neither would the average hardware window display be attractive if a lot of rusty tools were displayed.

"When the average man buys a piece of automotive

equipment he wants to feel that the product he is buying is brand new, clean stock. Cleanliness is just as essential in the equipment department as it is in the repair department."

### Remy Issues New Folder

The Remy Electric Company of Anderson, Ind., has issued a folder to the truck trade entitled "Successfully Supplying the Demand."

This folder explains, how in anticipation of the demand, Remy designed and built complete electrical systems for commercial car service. The trucks that now use Remy systems are illustrated together with the Remy units that are used in connection. The company will upon request supply copies of this folder to those interested in the building or dis-

The company will upon request supply copies of this folder to those interested in the building or distribution of commercial cars.

John A. Rhue, treasurer of the Indiana Truck Corp., has returned from an extended trip through Missouri, Kansas, Oklahoma and Texas. Rhue reports that he was impressed with the improvement in business and states that he anticipates a good fall and winter.

# Technical Specifications of Motor Trucks REVISED MONTHLY

WHEBLASE—4, Other wheelbase lengths furnished at same price. TIRES—PI., Pneumatic; S. Solid; St. Steel. MAKE OF REAR AXLE—Salis., Salisbury; Toth. Tother Wheelbase lengths furnished at same price. TIRES—PI., Pneumatic; S. Solid; St. Steel. MAKE OF REAR AXLE—Salis., Salisbury; Toth. Tother Wheelbase lengths furnished at same price. TIRES—PI., Pneumatic; S. Solid; St. Steel. MAKE OF REAR AXLE—Salis., Salisbury; Toth. Tother Wisconsin. Tryp. Or REAR AXLE—Salis., Salisbury; Toth. Tother Saver. Villoudes Seed. MAKE OF REAR AXLE—Salis., Salisbury; Toth. Tother Saver. Villoudes Seed. Make Of Rear. P. Left; O. Doposite; Her., Head. COOLING SYSTEM—G. Genr. P. Left; O. Doposite; H. Head. COOLING SYSTEM—G. Genr. P. Left; O. Doposite; H. Head. COOLING SYSTEM—G. Genr. P. Left; O. Doposite; H. St. Head. Advance; S. Single; A. Automatic; F. Right; L. Left; Splitdorf; Com., Connecticut; West. Westinghouse; G. Dual; H. Hand. Advance; S. Single; A. Automatic; F. Rick; Splitdorf; Com., Connecticut; West. Westinghouse; G. Single; A. Automatic; R. Splitdorf; Com., Connecticut; West. Westinghouse; G. Single; A. Automatic; R. Splitdorf; Com., Connecticut; West. Westinghouse; G. Single; A. Automatic; R. Splitdorf; Com., Connecticut; West. Westinghouse; G. Single; A. Automatic; R. Splitdorf; Com., Connecticut; West. Westinghouse; G. Single; A. Automatic; R. Splitdorf; Apple; Huff. Splitdorf; Com., Connecticut; West. Westinghouse; G. Schebler; Ray, Fred, Esna, Splitdorf; Com., Continental. Carbon Monarch; Dup., Duply, Johnston; Ring, Kingston; G. Gravity; V., Vacuum; P. Pressure. CUTCH Type—D.D. Dry Disc., Pleater Steel, Splitdorf; Com., Continental. Carbon Monarch; Johns, Johnston; Ring, Kingston; G. Gravity; V., Vacuum; P. Pressure. CUTCH Type—D.D. Dry Disc., Pleater Machine Co.; Du., Dundore; Dun, Dundore; Dundore

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eta	Make of Universal Join	Bid			
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	Size of Carburetter				
	Make of Carburetter	Scheb			
	Make of Governor	Itili uuuuuu ka			
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	Ring Groove Cooling System	日本のでは、それなどのでは、「日本のでは、「日本のでは、「日本のでは、「日本のでは、「日本のでもののでは、「日本のは、「日本のは、日本のは、「日本のは、「日本のは、日本のは、「日本のは、日本のは、日本のは、「日本のは、日本のは、日本のは、日本のは、日本のは、日本のは、日本のは、日本			
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- 7	Make of Rear Axle	own  own  finken  fink			
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	NAME AND MODEL	Fast.  In I			
15.5	NAM	A & b   b   c   b   c   b   c   b   c   b   c   b   c   b   c   c			
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-	Type of Feed Clutch Type	
	Size of Carburetter	TAR TA TATATA TATA TATA TATA TATATA TATATATA TATATATATA TATATATATATA TA
	Make of Carburetter	Stmbg
	Маке о Сочегног	none  McCann  Bristore  Pierce
TING &	Extra Cost	No   No   No   No   No   No   No   No
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	Rink Groove	HALLAGAHHANDOGAA HAHHAHAAAHHAAAAA AAAAA AAAAAA AAAAA AAAAA AAAAAA
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ton Ring Groove	ANAMENTALICACIONALICACIONE & AND EAST ANAMENTALICACIONE HOUSE CONTRACTOR AND ANAMENTALICACIONAL ASSESSES OF THE PROPERTY AND CONTRACTOR AND C
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		Clutch Type	OOOOOS : mammmaaaaaa : 3aa : 3aa : 3aa : 7aa : 7
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		Make of Carburett	Manager of the control of the contro
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ING &	EM	Extra Cost	Simple   S
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ENGINE		И. А. С. С. НР.	288 888 888 888 888 888 888 888 888 888
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		Front No. of Rear Spokes	2010 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
	- 69	Rear Size	1908.50 190
D#	TRES	9zi2 tnorT	33 33 35 35 35 35 35 35 35 35 35 35 35 3
		Kind Tires	\$3555 \$3
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		NAME AND MODEL	Carford Carford Cary Cary Cary Cary Cary Cary Cary Cary

	Chassis Price	11.1550 11.
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cidouban Read lesoT dgiH ai		8 8 20 4 8 9 20 1 10 25
SET	Location	### ### ##############################
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atta	Make of Universal Join	· · · · · · · · · · · · · · · · · · ·
	Make of Clutch	Age
	Olutch Type	OOOOOOMARMAMAMAMA
-	Size of Carburetter	
		Sambe 1. Sam
	Make of Governor	Pierce Pi
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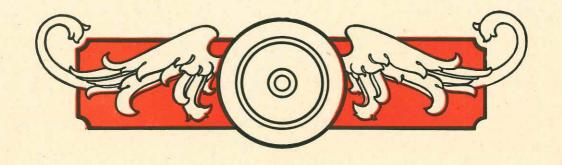
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### Passenger Cars Motor Trucks



### ATTERBURY SPECIFICATIONS OF ALL MODELS

CHASSIS WEIGHT—1½ ton, Model 20-R, 4,500; 2½ ton, Model 22-C, 5,670; 3½ ton, Model 22-D, 7,500; 5 ton, Model 8-E, 9,496.

BODY WEIGHT ALLOWANCE—1½ ton, Model 20-R, 1,250; 2½ ton, Model 22-C, 2,000; 3½ ton, Model 22-D, 2,500; 5 ton, Model 8-E, 2,500.

SPEED ON SOLIDS—1½ ton, Model 20-R, 20 M.P.H.; 2½ ton, Model 22-C, 18 M.P.H.; 3½ ton, Model 22-D, 15 M.P.H.; 5 ton, Model 8-E, 12½ M.P.H.

SPEED ON PNEUMATICS-1½ ton, Model 20-R, 22 M.P.H.; 2½ ton, Model 22-C, 19.5 M.P.H.; 3½ ton, Model 22-D, 16.5 M.P.H.

MOTORS—CONTINENTAL—1½ ton, Model 20-R, J-4; 2½ ton, Model 22-C, K-4; 3½ ton, Model 22-D, L-4; 5 ton, Model 8-E, B-2.

BORE AND STROKE—1½ ton, Model 20-R, 3¾ by 5; 2½ ton, Model 22-C, 4⅓ by 5¼; 3½ ton, Model 22-D, 4½ by 5½; 5 ton, Model 8-E, 4¾ by 6.

CARBURETOR-Zenith carburetor in all models.

GOVERNOR-1½ ton, Simplex; 2½ and 3½ ton, Pierce; 5 ton, Continental.

IGNITION-Magneto in all models.

CLUTCH-Multiple dry disc in all models.

TRANSMISSION-1½ ton, three speeds, unit power plant;  $2\frac{1}{2}$ ,  $3\frac{1}{2}$  and 5 ton, four speeds amidships.

RATIOS—1½ ton: final 7.75—1, second 13.17—1, first 31.0—1, reverse, 27.12—1; 2½ ton: final 9.25—1, third, 16.2—1, second 26.2—1, first 49.4—1, reverse 57.8—1; 3½ ton: final, 10.3—1, third, 18.4—1, second, 29.8—1, first, 55.2—1, reverse 66.1—1; 5 ton: final 11.6—1, third 17.4—1, second 32.9—1, first 62.0—1, reverse 74.6—1.

DRIVE-Worm in all models.

AXLES-Timken in all models.

FRONT TIRES-1½ ton, 34 by 3½; 2½ ton, 36 by 4; 3½ ton, 36 by 5; 5 ton, 36 by 5.

REAR TIRES— $1\frac{1}{2}$  ton, 34 by 5 single;  $2\frac{1}{2}$  ton, 36 by 4 dual;  $3\frac{1}{2}$  ton, 40 by 5 dual; 5 ton, 40 by 6 dual.

WHEELBASE—1½ ton, Std. 12 ft. (144 in.); 2½ ton, Std. 13 ft. (156 in.); Long 15 ft. (180 in.); 3½ ton, Std. 14 ft. 6 in. (174 in.); Long, 16 ft. 6 in. (198 in.), Short, 12 ft. 6 in. (150 in.); 5 ton, Std. 14 ft. (168 in.), Long, 16 ft. (192 in.).

CAB-1½ ton, open; 2½ ton, semi-enclosed; 3½ ton, semi-enclosed; 5 ton, open.

LIGHTS-Delco electric in all models.

STANDARD FINISH--Gray in all models.

**ESTABLISHED 1903** 

### Atterbury Motor Car Company

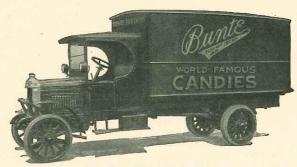
BUFFALO, NEW YORK

## ATTERBURY MOTOR CAR COMPANY BUILDERS OF MOTOR TRUCKS EXCLUSIVELY SINCE 1903



1½ Ton, Model 20-R, \$2,475

Ample speed combined with the ever necessary ruggedness are just two of the reasons for the success of this model under the punishment of service. The worm drive, heavy flexible bolted frame, perfected J4 Continental motor and many other features all combine to maintain the prestige of the Atterbury reputation.



2½ Ton, Model 22-C, \$3,375

All around suitability of carrying capacity coupled with dependable and economical performance has made the 2½ ton Atterbury one of the most popular models. Two wheelbase lengths provide for a wide range of body sizes so that light bulky loads and materials of great length can be handled as profitably as material of greater tonnage in proportion to size.



3½ Ton, Model 22-D, \$4,275

For general heavy duty work this big 3½ ton Atterbury has the strength and power to stand up and produce. Likewise in interurban express service with long hauls at sustained speed owners have found this model ideal because of its capacity, stamina and dependability.



5 Ton, Model 8-E, \$4,975
When it's a matter of maximum tonnage and brute strength the 5-ton Atterbury is 100% there. Each of its 9,496 pounds has its particular work to do and working collectively they make up a unit that does business and eliminates worry. This is one of the reasons why this model has been selected by many of America's greatest industries.

The Atterbury franchise carries the permanent backing of one of the oldest motor truck manufacturers in the United States.



ESTABLISHED 1903

Atterbury Motor Car Company BUFFALO, NEW YORK

## COLE SPECIFICATIONS New Series 890

#### MECHANICAL FEATURES

MOTOR—Eight cylinder, high speed. 3½ in. bore, 4½ in. stroke.

346.4 cubic inch piston displacement. "L" heads removable, affording quick, easy access to valves and combustion chambers. Cylinder blocks and crank case cast in two section, divided vertically. Cam and pump shafts driven by helical gears. Counter-balanced crank shaft. Envelope manifold for increasing efficiency of fuel. Aluminum alloy constant clearance pistons. S. A. E. horsepower 39.22. Actual horsepower, more than 80.

STARTING, LIGHTING, IGNITION-Delco System.

LUBRICATION—Force feed, gear pump readily accessible from outside of motor; driven from crankshaft.

CLUTCH—Cole patented cone type, leather faced, with auxiliary springs under leather for easy engagement.

STEERING—18-in. corrugated solid walnut built up steering wheel and spider with walnut finish horn button and control disc. Irreversible type gear with ball thrust bearing.

FRAME—The new Ultramite frame is a channel section of special frame steel. Tapered at front to give shortest possible turning radius; widened at rear to afford rigid body support. Cole trunnion design with cross-members at all points subject to strains.

WHEELBASE-1271/4 inches.

AXLES—Rear, Cole improved three-quarter floating. Bevel gear differential. One-piece pressed steel housing. Front, special drop-forged and heat treated I-beam. Tapered roller bearings front and rear.

BRAKES—External contracting foot brakes, 16x2½ inches. Internal expanding emergency brake, 155%x2¼ inches.

Special Cole construction and design.

SPRINGS—Cole direct drive spring suspension. Springs oil tempered, 39-inch semi-elliptic front, 57½-inch semi-elliptic rear. Underslung in rear. Shackle bolts equipped with large oil cups and bronze bushings. Adjustable spring shackles. Special combined construction with Lovejoy Hydraulic Shock Absorbers, giving the wonderful Hydrocushion spring action.

TIRES AND RIMS-Cord tires on all wheels. 33x5 inch tires front and rear, straight side, quick detachable rims.

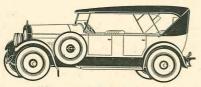
EQUIPMENT—Motor-driven tire pump with air hose and gauge permanently attached. 75-mile speedometer. Waltham dash clock. Ammeter. Oil pressure gauge. Motometer. Electric mortor-driven horn. Equipped with Lovejoy Hydraulic Shock Absorbers. Barrel type, head lamps with hand ground lenses. Twenty gallon gasoline tank with gauge. Complete outfit of tools.

WOOD, WIRE, OR DISTEEL WHEELS OPTIONAL ON ALL MODELS

#### Cole Motor Car Company

INDIANAPOLIS, U. S. A.

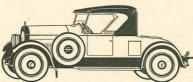
## COLE MOTOR CAR COMPANY New Series 890



New Series Ultra-Equipped TOURSTER Seven Passenger \$2685



New Series Ultra-Equipped
SEDAN
Seven Passenger—All Aluminum Body
\$3685



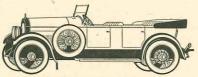
New Series Ultra-Equipped ROADSTER Two Passenger \$2685



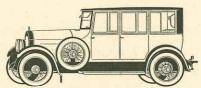
New Series Ultra-Equipped TOURSEDAN Seven Passenger \$3285



New Series Ultra-Equipped
COUPE
Four Passenger—All Aluminum Body
\$3285



New Series Ultra-Equipped SPORTSTER Four Passenger \$2685



New Series Ultra-Equipped SUBURBAN Five Passenger—All Aluminum Body \$3685



BERLINE
Seven Passenger—All Aluminum Body
\$3885

All prices at Indianapolis

#### Cole Motor Car Company

INDIANAPOLIS, U. S. A.

## FEDERAL FAST EXPRESS SPECIFICATIONS

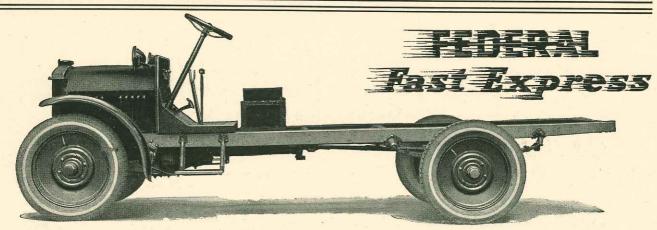
- CAPACITY-2000 lbs.; body allowance 900 lbs.; chassis weight, 2950 lbs.; total, 5850 lbs.; wheelbase 132 inches; tread 56 inches; loading space back of seat 110 inches.
- MOTOR—Continental J-4; 4 cylinders; L-Head; Mono Block type; 3-bearing crank shaft; 3-point suspension; force feed lubrication system through hollow crank shaft; bore, 3¾ inches; stroke, 5 inches; 30 horsepower at normal engine speed.
- IGNITION-Eisemann Magneto with manually controlled spark.
- CARBURETOR-Zenith; central jet, float feed, automatic.
- COOLING SYSTEM—By fan and water circulated by centrifugal water pump of ample proportions through a Federal type detachable core radiator with pressed steel tanks and side members chemically treated to prevent rust.
- CLUTCH—Borg & Beck dry plate; two 10 inch asbestos fabric discs enclosed in Bell housing; easily adjusted for wear.
- TRANSMISSION—3 speeds forward and one reverse; selective; sliding; stub tooth; spur gear type; mounted on flywheel housing; splined main shaft; annular ball and roller bearings of generous size throughout.
- PROPELLER SHAFTS—Tubular, provided with three Universal grease-tight joints of ample proportions. Supported at center of self-aligning ball bearings.
- REAR AXLE—Timken-Detroit; worm drive with differential mounted on Timken-Roller bearings; semi-floating; completely enclosed in one-piece pressed steel housing; gear ratio standard 5.6 to 1.
- FRONT AXLE—Timken-Detroit; drop forged I-beam; tapered roller bearings.
- BRAKES—Internal duplex; expanding type; 15 inch x 2½ inch foot and emergency, each having four Raybestos faced shoes operating in drums on rear wheels.

- FRAME—Pressed steel; channel section; 3-16 inch thick; 5 inch deep at center; 30½ inch wide at front and 34 inch wide back of seat; height from ground loaded, 29½ inches.
- SPRINGS—Chrome Vanadium steel; semi-elliptic type; front, 38 inches x 2½ inches; rear, 50 inches x 2½; 8 leaves rear.
- STEERING GEAR—Gemmer irreversible type; worm and worm wheel; ample adjustment for wear; bearings of generous size; 18 inch hand wheel.
- GASOLINE SYSTEM—Sheet steel tank; 12½ gallons; tinned inside and out; mounted on chassis under seat, with Stewart vacuum tank on dash under hood.
- WHEELS—Dished and tapered demountable disc wheels; valve connection outside.
- TIRES—Pneumatic U. S. Royal cords; truck type; non-skid; 33 x 5 inches front and rear.
- CONTROL—Transmission and brake levers mounted on transmission housing, center of chassis; steering gear column on left; accelerator pedal on toe board; hand throttle and spark control lever on steering column; ignition switch and carburetor choke are provided on the dash.
- CHASSIS LUBRICATION—Alemite grease connections with efficient high pressure grease gun; no grease cups to be filled by hand.
- DASH EQUIPMENT—Dash, toe boards, fenders and running boards heavy pressed steel, floor board wood.
- ELECTRIC EQUIPMENT—Remy electric starter and generator; electric horn; electric side, tail and dash lights with special hard service battery mounted under seat, easily accessible.
- CHASSIS PRICE—\$1375 f. o. b. Detroit, freight and war tax additional. Price includes complete set of tools, jack, oil can and hand pump.

This Federal Fast Express completes a line that now satisfies every haulage requirement. It opens the 65% light delivery truck market to alert Federal Dealers. A wire or special delivery letter concerning territories will have immediate attention.

#### Federal Motor Truck Company

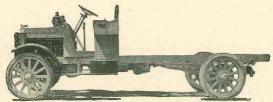
DETROIT, U. S. A.



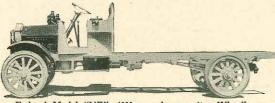
#### There is a Federal Truck for every Hauling Need



Federal Model "SD"-2000 pounds capacity, Wheelbase, 132"; 30 H.P. Motor.



Federal Model "TE"-3000 pounds capacity, Wheelbase, 144"; 35 H.P. Motor.



Federal Model "UE"-4000 pounds capacity, Wheelbase, 120", 144" or 156" and Special 168"; 35 H.P. Motor.



Federal Model "WE"-7000 pounds capacity, Wheel-base 156" and Special 180" 40 H.P. Motor.

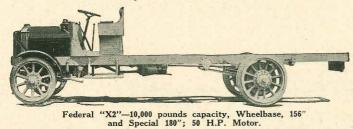
With the addition of the Fast Express to the Federal line, Federal dealers are enabled to satisfy the trucking requirements of every prospect.

The Fast Express is the biggest little truck on the market. Of truck type construction all the way through; it has a capacity of at least one ton, a speed of 35 miles per hour and can be fitted with any one of 32 body combinations.

The other members of the Federal family include units up to seven tons capacity, several of standard and special wheelbase lengths.

The Federal line is designed to reach every prospect whether in the fast, light delivery field or in heavy duty hauling.

Every live dealer knows what this means—the certainty that he can figure with every possible buyer. Your territory may be open. Write us today.



another FEDERAL

FEDERAL MOTOR TRUCK COMPANY DETROIT, U. S. A.

## GENERAL MOTORS TRUCK COMPANY SPECIFICATIONS

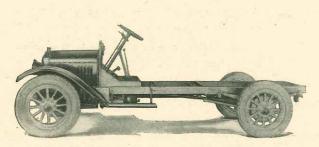
- LOAD CAPACITY—Model K16, 2,000 pounds with 900 pounds body allowance; Model K41, 4,000 pounds with 1,500 pounds body allowance; Model K71, 7,000 pounds with 2,000 pounds body allowance; Model K101, 10,000 pounds with 2,500 pounds body allowance.
- ENGINE—GMC design and manufacture, 4-cylinder, L-head, water cooled. Model K16, bore 3½ inches, stroke 5½ inches; Model K41, bore 4 inches, stroke 5½; Model K71, bore 4½ inches, stroke 6 inches; Model K101, bore 4½ inches, stroke 6 inches.
- HORSEPOWER—Model K16 by S. A. E. formula, 19.6; actual horsepower at governed speed 32.5. Model K41, by S. A. E. formula, 25.6; actual at governed speed 37. Model K71 and K101 by S. A. E. formula 32.4; actual at governed speed 51.
- CYLINDER AND CRANK CASE—Cast in unit. Cylinders, removable sleeve type.
- LUBRICATION—Positive pressure system from gear pump, forcing oil with constant pressure to all bearings of engine. Chassis lubrication by pressure gun system.
- GOVERNOR-Fly ball type of our own manufacture.
- CARBURETOR AND FUEL SUPPLY—GMC two jet type carburetor with special heated intake manifold. Fuel by gravity from pressed steel tank.
- COOLING-Combination pump driven and thermo-syphon.
- RADIATOR-Continuous fin, tubular, type.
- IGNITION—High tension magneto, impulse starter coupling used in Models K41, K71 and K101.
- CLUTCH—Multiple disc dry plate type of our own manufacture.
- TRANSMISSION—Model K16, GMC 3-speed selective type in unit with engine. Model K41, GMC selective 2-range transmission, each range having 4 forward speeds and one reverse, in unit with engine. Model K71 and K101, GMC selective 2-range transmission, each range having 4 forward speeds and one reverse; transmission suspended amidship. Provision for power take-off and tire pumpon all models.
- REAR AXLE—Model K16, 34 floating, bevel pinion drive with 6. to 1 gear ratio. Model K41, worm drive full floating, with gear ratio 7.25 to 1. Model K71, worm drive full floating with gear ratio 8.75 to 1. Model K101, worm drive full floating, with gear ratio 10 to 1.

- RADIUS ROD-Drive in all models through radius rod from rear axle to frame.
- FRAME-Model K16 pressed steel, re-inforced Model K41, K71 and K101, pressed open hearth steel, heat treated.
- BRAKES—Model K16, external contracting for service, internal expanding for emergency. Models K41, K71 and K101 service and emergency both internal expanding, interchangeable brake rods on all models.
- WHEELS—Model K16 steel felloe with 12 interlocking wooden spokes. Models K41, K71 and K101 metal hollow spoke type.
- TIRES—Model K16, 34x5 non-skid cord pneumatics all around.
  K41, solid single, 36x4 front, 36x7 rear; Model K71, solid
  36x5 front, single 40x5 rear, dual. Model K101 solid,
  36x5 front single, 40x6 dual rears. Pneumatic tires for
  Model K41 and K71 supplied at extra cost.
- WHEELBASE—Model K16 132 inches. Model K41A 146 inches. K41B, 158 inches. Model K71A, 163 inches; K71B, 187 inches. Model K101A, 163 inches; K101B, 187 inches.
- MAXIMUM BODY LENGTH-Model K16, 100 inches; Model K41A, 11½ feet; K41B, 13½ feet; Model 71A, 14 feet; K71B, 18 feet; Model K101A, 14 feet; B, 18 feet.
- ROAD CLEARANCE—Rear axle—Model K16—8¾ inches; Model K41, 9½ inches solid, pneumatic 12 inches; Model K71, 10¼ solid, pneumatic 12¾ in. Model K101, 9¾ solid.
- TURNING RADIUS-Model K16-23 feet. Model K41A, 28½ feet; Model K41B, 31 feet; Model K71A, 27½ feet; K71B, 35 feet; Model K101A, 27½ feet; K101B, 35 feet.
- WEIGHT OF CHASSIS—Model K16, 3,250 pounds. Model K41A, 5,245 pounds. Model K41B, 5,285 pounds. Model K71A, 7,945 pounds. Model K71B, 8,070 pounds; Model K101A, 8,645 pounds. Model K101B, 8,770 pounds.
- CONTROLS—Left hand steering and center control. Spark and throttle levers located on segment with connections outside of steering column. Foot throttle operated by driver's right foot. Ignition and light switches, oil gauge, ammeter and choker throttle located in instrument case on dash.
- EQUIPMENT—Electric head lamps, electric tail lamp, generator, storage battery, on all models. Electric starter standard equipment on Model K16 and supplied at extra cost on other models. Horn, tool kit and jack.

#### General Motors Truck Company

Division of General Motors Corporation PONTIAC, MICHIGAN

## GENERAL MOTORS TRUCK COMPANY K Series Models



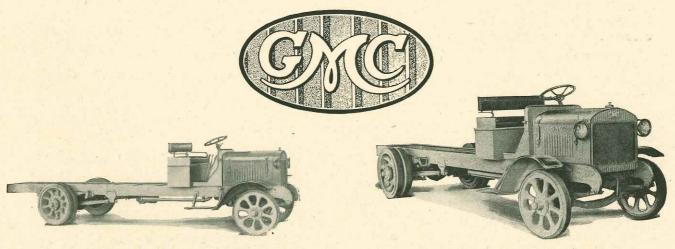
Model K-16 1 Ton \$1,295

This model is the successor to the famous Model 16, GMC, which was adopted as the standard 3/4 ton motor truck for the U. S. Army, and which served as the ambulance chassis in France.



Model K-41 2 Ton \$2,375

Because of the GMC 2-range transmission, this 2-ton truck operates at a governed road speed of 18 miles an hour on solid tires or 24 miles an hour on pneumatic tires.



Model K-71  $3\frac{1}{2}$  Ton \$3,600 This  $3\frac{1}{2}$ -ton truck develops 66.92 per cent more gear reduction in low gear and 22.3 more speed in direct drive than is averaged by five other leading  $3\frac{1}{2}$ -ton trucks.

Model K-101 5 Ton \$3,950
This 5-ton model for heavy duty service has a gear reduction of 86 to 1 in low speed of the low range. This is nearly 50% more than the average of trucks of the same capacity.

Prices quoted ure for Chassis only, at the factory;
Tax to be added

#### General Motors Truck Company

Division of General Motors Corporation PONTIAC, MICHIGAN

## GRAMM-PIONEER 4-TON TRUCK SPECIFICATIONS

- RADIATOR—Gramm-Pioneer cast tank and tubular (all copper) type with rear shroud. Very efficient.
- RADIATOR SHUTTER manually controlled from driver's seat.
- MOTOMETER—to indicate temperature of engine. Radiator attached to frame with springs.
- RADIATOR GUARD—of exceptionally rugged construction fastened to frame independent of radiator.
- MOTOR—Liberty Truck type, most efficient, highest quality power plant known. 4 cylinder with removable heads in pairs, cast en bloc, 3 point suspension, L head with enclosed valves, extra large water jackets, 4½ in. bore, 5½ in. stroke. Brake H.P. 50.
- COOLING SYSTEM-Centrifugal pump.
- LUBRICATION-Constant pressure by gear driven pump.
- CARBURETOR—Stromberg 11/4 heated by hot air from exhaust pipe and hot-spot manifold. 2 adjustments.
- GOVERNOR-Built integral with motor, fly-ball type.
- IGNITION-Eisemann dual. Manually operated spark control.
- FAN-Diameter 18 in. driven by 2 in. flat belt with eccentric adjustment.
- GASOLINE SUPPLY—Gravity feed operating through Gramm's patent fuel economizer. 30 gal. tank under seat with outside gauge and filler pipe.
- STARTING MOTOR-North East (extra).
- LIGHTING—Electric. North East generator and Exide heavy truck type battery. Two side lights with dimmers and non-glare lenses. Instrument board light, bull's eye tail light, recessed and protected in frame.
- STEERING GEAR—Ross, fore and aft steer, worm and nut type. 22 in. wheel—very staunch and easy handling.
- CLUTCH—Gramm-Pioneer multiple disc, dry plate, with compression spring, fully enclosed in unit with engine. Oilers with pipes lead'ng to clutch throw-out and pilot bearings mounted on control in plain view of driver.
- CONTROL—Center, with locking device, insuring against engaging two speeds at the same time.
- TRANSMISSION—4 speeds forward, 1 reverse. Gramın-Pioneer patent, located amidships. Positive jaw clutch type, gears assembled on a six splined shaft and always in mesh. No pins, studs or screws used.
- GEAR STRIPPING IMPOSSIBLE—Material in gears, jaws and shafts highest grade chrome nickel steel. Transmission 3-point suspension, with front third I-beam trunioned to frame side members. Rear suspension arms trunioned to ample pressed steel integral and deep gussetted cross members. O'l filler pipe extended to enable filling from

- outside of frame. Transmission provided with pad to take "geared power take-off" for driving hydraulic hoist, power winch, etc. (B. A. Gramm's patent No. 1194994). Separate pad for power tire pump.
- DRIVE—Hotchkiss. Increases efficiency, eliminates crystallization of axles and frames, cuts down spring breakage and other repair bills.
- PROPELLOR SHAFTS-G P flexible disc type 2-bolt construction universal joints. No lubrication required. Front, 8 in. dia.; rear, 10 in. dia.
- FRONT AXLE—Twice heat treated I-beam drop forging, taper roller bearings in wheels. Big thrust bearing in yoke. Very easy steering.
- REAR AXLE—Worm drive, semi-floating type. Extra large bearings—improved type of lubrication.
- BRAKES—Service, 21x2¾ in. internal expanding; emergency, 21x2¾ in. internal expanding; both operating on rear wheels. All brakes equalized. Brake tumbler shafts operate in graphited oilless bushings requiring no attention.
- SPRINGS—Front, 46x3; rear, 62x3½; semi-elliptic, cupped type to prevent slipping, all leaves Chrome Vanadium steel. Second leaf full wrapped around driving eye. All springs have bronze bushed eyes and Gramm-Pioneer patented wick oilers in hardened and ground spring bolts instead of grease cups. Springs designed to carry flat under rated load. Rear shackles bronze bushed.
- WHEELS—Cast metal. Insure greater tire mileage. Obviates loose spokes in dry sections.
- TIRES—Front, 36x5 in. single. Rear, 40x5 in. dual; 40x10 in. single at extra cost.
- FRAME—Semi-flexible construction. Highest grade pressed steel,  $7\frac{1}{2}\times3x\frac{1}{4}$  in. channel, 36 in. wide. 5 cross members with integral gussets and heavy diagonal braces to avoid longitudinal stresses. "V" member in rear.
- CAB-Gramm-Pioneer standard, with doors, storm curtains and exceptionally rugged metal ventilating windshield.
- SHEET METAL PARTS-Fenders, pressed steel.
- FENDER BRACES-Channel steel, Gramm-Pioneer design.
- STEPS-Channel steel, Liberty Truck type.
- HOOD—Extra heavy gauge with louvres in side. Hood hinges are separate riveted-in pattern. Hand grip hood clip, Liberty Truck type.
- MISCELLANEOUS—Jack and tools furnished. Wheelbase, standard 156 in. Long standard, 174 in. Loading space, standard 144 in. Long standard, 180 in. Turning radius, 31 feet. Road clearance, 10% in. Chassis weight, 6900 lbs. Governed speed on high gear, 16½ M.P.H. with standard ratio, 15 M.P.H. with optional ratio. Low gear, 2½ M.P.H. both ratios. Body allowance 2,000 lbs.

Manufacturer reserves the right to alter specifications in the interest of improvement.

Pioneer Since 1901

"The Recognized Standard of Quality"

The Gramm-Bernstein Motor Truck Company LIMA, OHIO, U. S. A.

#### "THE RECOGNIZED STANDARD OF QUALITY"



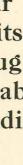
One Ton Dump, Hand and Mechanically Operated.



Increase Your **Profits** Through Seasonable Merchandising



2, 3, 31/2, 4 and 5.6 Ton Heavy Duty Dump. Me-chanically Operated.





"4 in 1" Elevating Dump, 11/2 and 2 Ton. Hand and Mechanically Operated.



11/2, 2, 3, 31/2, 4 and 5-6 Ton Elevating Dump. Hand and Mechanically Operated.

With the coal and railroad strikes settled and empty coal bins yawning everywhere, there has come an insistent and increasing demand for winter coal.

This then is the time to interest owners of "wagon mines," wholesalers and retail yards, in suitable

Not only can more coal be delivered per day with Gramm-Pioneer trucks, but it can be hauled for less per ton than by team.

Also Gramm-Pioneer trucks will haul through heavy snow when horses cannot work at all.

Our line is complete with 1 to 6 ton capacities and can be promptly furnished with dump and elevating bodies, both hand and mechanically operated.

Also attention is called to our new eleven passenger char-a-banc at \$2,400 as an all season seller, for which right now there is an active demand.

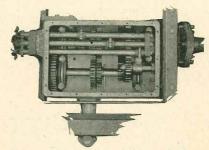
The Gramm-Pioneer line is thoroughly complete as to capacities and equipment, enabling the dealer to meet any demand.

It is "The Recognized Standard of Quality."

It is well advertised, attractively priced and easily sold at a profit.

Live dealers should get our proposition while it is available. Write us today.

Besides the service parts carried by our individual dealers, the specialized units used in Gramm-Pioneer trucks can be had promptly through over 100 general parts stations distributed throughout the country.



Gramm-Pioneer Trouble-proof Trans. missions are only costing all users an average of 32c per annum for upkeep.

#### The Gramm-Bernstein Motor Truck Company

LIMA, OHIO, U. S. A. **Pioneers Since 1901** 

#### HUPMOBILE SERIES R SPECIFICATIONS

BODY TYPES—Five-passenger touring; two-passenger roadster; two-passenger roadster-coupe; five-passenger sedan; fourpassenger coupe.

WHEELBASE-112 inches. Tread, 56 inches.

CYLINDERS—Four, cast en bloc, removable head; 3½-inch bore by 5½-inch stroke. Piston displacement 182½ cubic inches.

STARTING AND LIGHTING—Two unit system. Automatic starter release.

IGNITION-Generator-battery type.

CARBURETOR-Adjustments for "idling" and economy.

GASOLINE SYSTEM—Vacuum feed. Fifteen-gallon tank, including two-gallon reserve.

COOLING-Thermo-syphon.

LUBRICATION—Pressure system direct to bearings. Gear pump driven from camshaft.

CLUTCH-Dry disc type. Seven steel plates, fabric faced.

TRANSMISSION—Selective type. Three speeds forward and one reverse. Unit with motor.

REAR AXLE-Three-quarter floating type. Spiral bevel gears.

STEERING—Screw and half-nut type; semi-irreversible. 18inch wheel. BRAKES-Two sets, emergency and service, on rear wheels.

SPRINGS—Semi-elliptic; front, 36½ inches long; rear, 51½ inches

TIRES-32 x 4 inches, straight side "all-weather" cord.

WEIGHTS—Approximate: touring 2590 pounds; roadster 2490 pounds; roadster-coupe 2600 pounds; sedan 2965 pounds; coupe 2745 pounds; fully equipped ready for shipping (does not include oil, water and gasoline.)

WHEELS-Wood. (Wire or disc wheels at extra cost.)

RIMS-Five; demountable.

COLOR-Hupmobile blue body. Black hood, fenders and running gear.

UPHOLSTERY—Genuine leather—Scdan and Coupe: high grade fabrics—with very deep back and cushion springs.

STANDARD EQUIPMENT—In addition to above includes windshield with cleaner; head, rear, and instrument board lights, non-glare lenses; gasoline gauge; oil pressure gauge; horn; speedometer; ammeter; tire carrier; grease gun; pump; jack; set of tools. Touring and roadster have top with plate glass back window.

SPECIAL EQUIPMENT—For sedan and coupe; Windshield visor, car heater, rebound snubbers, step plates, rubber pedal pads.

Sedan has robe rail, foot rests and dome light. Corner lights in coupe and dome light in roadster-coupe.

To protect ourselves in our constant endeavor to make the Hupmobile even better than it is, we reserve the right to change specifications and prices without notice, or to use equipment other than that specified.

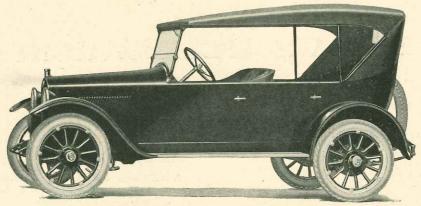
#### Hupp Motor Car Corporation

DETROIT, MICHIGAN

Jackson

Racine

Windsor

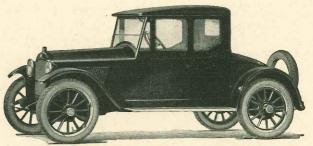


Touring Car \$1150
Seating five passengers comfortably. The car of the American family.



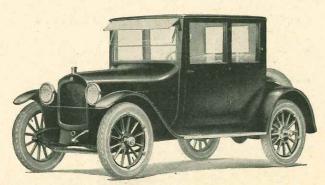
Roadster \$1150

For two persons, desiring smartness and chumminess in a car.



Roadster-Coupe \$1335

Ideal for business usage, having sufficient carrying space for samples, etc.



Coupe \$1635
Preferred by women drivers for its beauty and comfort.



Sedan \$1785
A car of quality and refinement, with full five passenger capacity.

Prices f. o. b. Detroit Revenue tax extra

# Hupmobile

#### PACKARD SPECIFICATIONS

#### SINGLE-SIX

Packard Single-Six cars are made in eight models and two wheelbase lengths. Chassis specifications are practically the same for all models.

MOTOR-6 cylinders, cast en bloc. 3-point suspension.

CYLINDERS-L-head type. Bore 33/8 inches. Stroke 5 inches.

HORSEPOWER-S. A. E. rating 27.34. Block test shows over 54.

CRANK SHAFT-7 bearings to insure rigidity.

IGNITION-Generator, battery and Packard-Delco distributor.

SPRINGS—Semi-elliptic front and rear. Front 38 inches long, 2 inches wide. Rear 54 inches long, 21/4 inches wide.

BRAKES—Internal emergency and external service. 14-inch drums.

STARTING AND LIGHTING-Atwater-Kent.

WHEELBASE-126-inch and 133-inch.

TIRES-Cord, 33x41/2 inches, rib treat front and non-skid rear.

PAINTING—Open models: Packard Town Car blue, medium, striped with gold. Enclosed models: Above belt, black. Below belt, standard Packard blue, striped with gold.

#### TWIN-SIX

Packard Twin-Six cars are made in eight models, all on one wheelbase. Chassis specifications are practically the same for all models.

MOTOR—"V" type, 12 cylinders, arranged in blocks of 6 at an angle of 60 degrees, four-point suspension.

CYLINDERS-"L" head type, bore 3 inches, stroke 5 inches.

HORSEPOWER-43.2 S. A. E. rating. Block test, actually develops over 75 H.P.

IGNITION-Generator, battery and Packard-Delco distributor.

BRAKES—Internal emergency and external service brakes on 17 inch drums. WHEELBASE-136 inches.

STARTING AND LIGHTING-Packard-Bijur.

SPRINGS—Semi-elliptic, front 41 inches long and 2½ inches wide. Rear, semi-elliptic, 60 inches long and 3 inches wide.

TIRES-35 x 5 inch, cord.

PAINTING-Open models: Standard Packard blue, striped with black. Enclosed models: Standard Packard blue, striped with cream yellow.

#### TRUCKS

Packard trucks are made in four models, ranging in capacity from 4,000 to 15,000 pounds.

MOTOR-4-cylinder, of Packard design and manufacture. 3-point suspension.

CARBURETOR—Special Packard design. Intakes equipped with "shut-offs" to facilitate starting in cold weather.

SPEED GOVERNOR—Centrifugal governor limits maximum truck speed. Sealed to prevent tampering.

LUBRICATION—Gear driven pump supplies oil under pres-

IGNITION-High tension magneto, with battery for starting.

SPRINGS—Semi-elliptic, front and rear. Sizes variable with capacity ratings.

BRAKES-Service brake operates on drum at rear of transmission. Hand brakes are mounted on rear wheels.

STEERING-Worm and wheel type. Readily accessible and easily adjusted.

FINAL DRIVE—Work drive, of Packard design and manufacture. Provision is made for the constant lubrication of all bearings.

FRAME—Rolled steel channel section with tubular cross members, reinforced by gusset plates and angle irons.

NOTE—The right is reserved by the Packard Motor Car Company to make changes and improvements at will without incurring the obligation to install same on cars previously sold.

#### Packard Motor Car Company

DETROIT, MICHIGAN

## PACKARD MOTOR CAR COMPANY TWIN-SIX SINGLE-SIX TRUCK

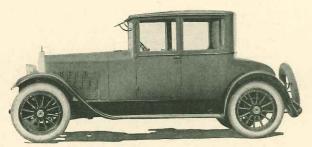


7-Pass. Single-Six Touring \$2,685
Upholstered completely in rich black leather. Comfortable auxiliary seats for two passengers. Nickeled head lamps and radiator of new Packard design.



Twin-Six Special Touring \$4,100

A Twin-Six car individualized by the addition of heavy nickel equipment. Embodies all regular Twin-Six features. Seats seven passengers.



4-Pass. Single-Six Coupe \$3,175

One of the most spacious cars of its type on the market.

Upholstered in smartly tailored cloth. Heavy plate glass doors and windows. Generous luggage space.



Twin-Six Standard Touring \$3,850 A famous example of Packard quality. Seats seven passengers. Upholstered in heavy, long-grained leather. Individually tailored curtains.



7-Pass. Single-Six Sedan
A closed car of unusual beauty. Wide plate glass windows. Windshield and interior fittings, such as door handles, dome lights, robe rail, etc., of exclusive new design.



Model ED Truck \$4,100 Capacity 7,000 to 9,000 pounds, depending upon operating conditions. Powerful, dependable, long-lived, and economical in upkeep. Electric lights, standard.

#### Packard Motor Car Company

DETROIT, MICHIGAN

#### STEWART MOTOR CORPORATION SPECIFICATIONS OF 1922 MODELS THE UTILITY WAGON

- MOTOR—Buda four cylinder monobloc, hot spot manifold, unusually economical, efficient and powerful. Bore and stroke 35% x 51% in. Horsepower, 21.03 S. A. E., actual horsepower 30 to 35. Three bearing crankshaft.
- LUBRICATING SYSTEM—Full force pressure feed to all crankshaft, camshaft bearings and connecting rod bearings. Oil pressure gauge located on dash, telltale oil level gauge in crankcase.
- CARBURETOR—Zenith automatic with dash starting adjustment; throttle controlled by foot accelerator. Also hand throttle on steering column.
- STARTING AND LIGHTING—Remy generator direct driven from timing gears, 111 ampere hour storage battery. Headlights fitted with legal lenses and dimmers, electric tail light.
- IGNITION—Remy battery ignition with high tension coil and engine driven distributor. Eiseman magneto optional, \$25.00 extra.
- COOLING SYSTEM—Cast tank, armored type radiator, water pump circulation, 18 in. steel blade fan, driven by 1½ in. flat leather belt.
- TRANSMISSION—Selective sliding gear with three speeds forward and one reverse. Unit power plant type bolted direct to engine. All gears 31/6% nickel steel, heat treated, mounted on annular ball bearings. Center control with lever operating in ball and socket.
- CLUTCH-Three plate dry disc, raybestos on steel.
- STEERING GEAR—Screw and nut type, springs in connecting link to front axle for absorbing road shocks.
- PROPELLOR SHAFT—Mechanical joint type having two Spicer joints which are enclosed in oil tight pressed steel housings. Drive shaft 2 in. outside diameter. The construction of this shaft provides for a 1 in. plus and minus slip as a take-up for spring action.
- FRONT AXLE-Drop forged "I" beam section, height 21/8 in.

#### Model 15 Maximum Load 3,000 lbs.

Latest Model 4 cylinder L-head type motor, 3 bearing crankshaft, Remy battery ignition, starting and lighting; Zenith carburetor; cast tank, armored type radiator; selective sliding gear type transmission; multiple disc clutch with automatic adjustment for wear; unusually strong front and rear axles; internal gear drive; rigidly braced frame, front member being easily removed; full accessory equipment. Alemite high pressure chassis lubricating system throughout. Wheel base 130 inches; tread 56 inches. Finish Stewart Red; fenders and running board black enamel.

#### Model 7x Maximum Load 6,000 lbs.

Horsepower 29 S. A. E., 3 point suspension unit power plant 4 cylinder L head cast in bloc motor,  $4\frac{1}{4}$  bore x  $5\frac{1}{2}$  stroke; three bearing crankshaft, force feed lubrication; ignition, high tension magneto with variable spark; automatic engine driven governor, solid straight line drive shaft; total gear ratios—Low, 43.2 to 1; second, 27 to 1; third, 14.1 to 1; high, 9 to 1; reverse, 58.5 to 1. Highest grade internal gear drive power is transmitted through live nickel steel shaft and gears. Frame designed for 11 and 12 foot bodies; full equipment; special long wheel base of 174 inches at small additional cost; finish Stewart red.

- and width  $1\frac{1}{4}$  in. Heavy spindles and unusually large taper roller bearings.
- REAR AXLE—Clark high grade internal gear type, noted for strength, efficiency and quietness.
- SERVICE BRAKE—External contracting type mounted on rear wheels, controlled by foot pedal. Drums 14 in. in diameter —bands Raybestos lined.
- EMERGENCY BRAKE—External contracting type, mounted in rear of transmission, supported from cross member, controlled by hand lever—band Raybestos lined.
- SPRINGS—Semi-elliptic front and rear with full length rebound plate, equipped with bronze bushings. Front springs 37% in. long; rear springs 50 in. long. Alloy steel both front and rear.
- FRAME—Pressed steel channel section, side rails 3-16 in. stock, depth side rails 4½ in. Three cross members gusseted.
- WHEELS-Front and rear wheels artillery type. Twelve spokes in front, fourteen in rear.
- TIRES—Pneumatic, 34 x 4½ in. non-skid cord front and rear—demountable rims. 35 x 5 in., special equipment, \$38.00 extra.
- WHEELBASE-128 in. Tread 56 in.
- GASOLINE TANK-Made of 18 gauge steel, terne coated inside and out, preventing rust. Round double lapped seams. Capacity approximately 14 gallons.
- TOE BOARDS-Corrugated hard wood.
- CAPACITY-For loads of 500 to 2,500 lbs.
- FINISH—Chassis, running gear Stewart red; mud-guards black; hood, radiator and cowl, Napier green. All standard bodies Napier green, gold bronze striping.
- EQUIPMENT—Electric horn, electric lights, electric starter, full set of tools, pump, front bumper. Extra rim.
- CHASSIS LUBRICATION-Alemite system.

#### Model 9 Maximum Load 4,000 lbs.

Horsepower 22-50 S. A. E. Four cylinder L-head type motor, 1 bearing crankshaft; constant level oiling system maintained by plunger pump; unit type power plant; three point suspension; Remy battery ignition with high tension coil and engine driven distributor (magneto optional, \$25 extra); Remy lighting system; (electric starting optional at added cost of \$40); Zenith carburetor; water circulation thermo-syphon; internal gear drive delivering more than 90% of the engine's power to the rear wheels. Frame suitable for ten-foot bodies; full accessory equipment; chassis painted standard Stewart red, fenders and running boards black.

#### Model 10x Maximum Load 8,000 lbs.

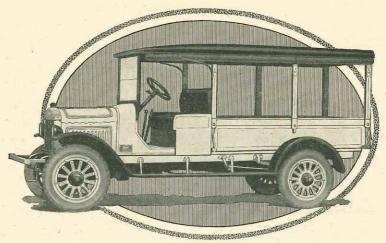
Horsepower 32.4 S. A. E., 4 cylinder L-head cast in bloc, three point suspension, high tension magneto, automatic ball type governor. Total gear ratios—Low, 48 to 1; second, 30 to 1; third, 16 to 1; high, 10 to 1; reverse, 65 to 1. Internal gear drive; frame suitable for 12 foot bodies; steel wheels; oilless bushings on countershaft; extra large brakes. Alemite lubricating system; worm and nut type, steering gear; wheel base 165 inches; special long wheel base 185 inches at nominal extra cost; tread, front, 58 inches, rear, 70 inches. Full equipment. Finish Stewart red, fenders and running boards black.

All Prices f. o. b. Buffalo, N. Y.

Stewart Motor Corporation

BUFFALO, N. Y.

## Stewart Motor Corporation's 1922 Models



The "Utility Wagon"-Chassis \$1,245 F.O.B. Buffalo



Model 15 Chassis—Price \$1,445 Maximum Load 3,000 Lbs.



Model 9 Standard Chassis—Price \$1,790 Maximum Load 4,000 Lbs.



Model 7x Chassis—Price \$2,390 Maximum Load 6,000 Lbs.



Model 10x Chassis—Price \$3,190 Maximum Load 8,000 Lbs.

Write for interesting literature

Stewart Motor Corporation

BUFFALO, N. Y.

### To the Dealer

How many times have you lost the sale of a car or truck, when, in reply to your prospect's question to some dealer or garage man, "What do you think of this or that car or truck?" the answer has been: "It's a bunch of junk." Our investigation has shown that in 90 per cent of the cases where this answer has been made, it is because of lack of knowledge regarding that particular car or truck. It is safer to knock when you don't know, and for some reason or other, the human mind hates to acknowledge it doesn't know.

This Department is for the purpose of correcting that condition. It will be enlarged from month to month with the view of educating not only dealers in cars and trucks, but every garage, service station, and in fact, every type of firm in the automobile industry, to a knowledge of what the different cars and trucks look like and as to what they are made up of. This will produce for you, instead of knockers, unpaid salesmen, who will many times become more enthusiastic selling your product than those you pay.

If the car you are handling is not represented here you are losing a big bet, and we ask your cooperation to help us make your manufacturer see the value of having his goods displayed in this Department.

MOTOR RECORD, because of its specifications on cars, trucks and tractors, and its replacement data on all cars and trucks back to 1915, is consulted more frequently than any other paper in the field and it costs less to be represented here than elsewhere.

If you have found MOTOR RECORD valuable, tell your manufacturer so; he will be glad to know, for he wants to spend his money for advertising to the best advantage, and your voice will go a lot further than ours, for he knows you are unbiased.

The Ferguson Publishing Co.
90 West Street New York

# Technical Specifications of Tractors

ABBREVIATIONS: TYPE—2-w., Two-wheel; 3-w., Three-Wheel 4-w., Four-Wheel; Creepr., Cr

Ground Clearance	1113 1113 1113 1113 1113 1113 1113 111		elis · ·
Diam. Turning Cir. in Ft.	1   1   1   1   1   1   1   1   1   1	15 13 14 12 14 15 16 17 16 17 17 17 17 17 17 17 17 17 17 17 17 17	10 10 10 10 10 10 10 10 10 10 10 10 10 1
Width Over All	644 775 776 600 600 600 607 807 807 807 808 808 808 809 800 800 800 800 800 800	624 634 63 64 64 115 117 17 17 17 17 17 17	50 50 60 60 60 61 72 82 10 30 30 50
Diam. Rear Wheels Length Over All	153 152 152 175 175 180 180 180 180 181 181 181 181 181 181	105 1125 1131 1108 108 108 1149 1149 1150 1163	84 96 120 120 175 175 109 127 200 200 72 96
Diam. Front Wheels	10   10   10   10   10   10   10   10	330 330 330 330 330 330 330 330 330 330	30 42 38 50 38 60 38 60 38 60 40 66 40 66 40 50 40 50 51 51 51 51 51 51 51 51 51 51 51 51 51
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Fuel Used		KKKWW W KKKK KKW d J. 1-d KKW d G G G G G G G G G G G G G G G G G G	K K K K K K K K K K K K K K K K K K K
Spark Plug Size Type of Lubrication	2/2	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	10/0/20 10/0/2
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## The Most Prosperous Battery Dealers



That Vesta dealers are the most prosperous group of battery dealers in the country is generally admitted. There are several reasons for this: first, the Vesta Mutual Profit Plan that protects dealers and points the way to larger profits; secondly, the high quality of the battery; finally, the fact that the battery is well advertised

and sells readily. There are now 3,500 Vesta Service Stations—all making money. More are to be added. If you are interested in the Vesta Mutual Profit Plan, send a photograph of your Service Station, a brief history of yourself and your experience, and we will send you the plan in detail.

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Costs Less Per Month of Service

#### Replacement Data Tables

Storage Batteries

Electric System

Lamp Bulbs

Headlight Lenses

#### Revised Monthly

HOW TO USE THIS TABLE.—For Battery Replacements, look for the name of the car, find the serial number on that line under the name of the Battery desired, turn to the price list of storage batteries, look for the serial number, which will give you a description of the Battery with the price, F.O.B. Home Office.

BASE CONTACT—D. C. means Double Contact: S. C. means Single Contact.

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Argonne Astra Arbenz Atlas Argo Armleder.	21 20 20 17 18 16	8-21 	Disco	6200 6303 6200 6241 6243	1105	5664 5556 5503 5584 5641	5841	6104	4068 4077	532	160 161 215 224	831	3473	314	3576 3 3514	9	1626 1643	360	4504	2111 2028 2143	150:	1 4971 5068	4768 4796 4796	5201 5275								2 6	6-8 6-8	2 63 2 63
Armond Atterbury.	18 18 18 20	KW-2, 3½ All	Remy	6295 6201 6243	1110	5535	5885 5829	6113	4000 4006				341	3 298	7	. 2	1 1631		4564	2113 2111 4 2083	1518	5025	4762				a.							
Auburn	21 15 15 15 16	8E-5 Ton 4-40 6-40 6-40 6-40A	Deico Remy Remy Remy Delco	6209 6209 6244	1138 1138 1115 1115	5535 5535 5536 5578 5580	5 5885 5 5834 5 5875 5 5843	6113 6113 6102 6106	4157 4002 4007	522 607 607 613	221 221 221 221 220	896 896 963 833	3413 3413 3403 3403	300 3 300 3 320 9 321	3 367 5 356 2 358	9 2 5 2 9 -	1 1631 1 1631 6 1641 6 1643	382 473 454 454	451 451 452 4454 454 454	. 2083 5	1518 1518 1518	5025 5025 4979 4984	4762 4762 4762 4793 4779	5221 5221 5266 5320 5266	sc sc sc sc sc	6-8 6-8 6-8 6-8	17 16 17 16 17 16 17 16 21 12	6-8 6-8 6-8 6-8 6-8	55555	81 81 81 81	6-8 6-8 6-8 6-8	2 6 2 6 2 6	6-8 6-8 6-8 6-8 6-8 6-8	2 63 2 63 2 63 2 63
	16 16-17 17 17 18 18 18	25 8-20 8-21	Remy Delco Remy Delco Remy	6209 6243 6243 6243	3 131 3 131 1 130 1 130	7 558 0 555 0 558	5 5834 5 5841 5 5841 5 5801 4 5801	6102 6106 6106 6106	4002 4002 4007  4005 4000	607 608 607 608 609 609	217 220 218 218 218	829 829 83 83 83 83	9 340 1 342 1 342 9 342	5 319 8 321 . 306 1 321 . 319 1 312	1 356 2 358 31 2 357 0 354	5 2 9 8 1 2	6 163 6 164 6 164 6 164 6 164	454 454 454 454 1 467 1 467	4 454 5 455 4 4 56 7 455 7	6 2012 8 2029 0 2028 0 2011 2011	2 150 9 151 150 8 151 1 150 1	4 4958 4 4984 4 4971 4 4958	4798 4798 4798 4798 4798 4798	5266 5282 5282 5282 5266	sc sc sc sc sc	6-8 6-8 6-8 6-8 6-8	21 129 21 129 21 129 21 129 21 129	6-8 6-8 6-8 6-8 6-8 6-8	5 5 5 5 5	81 81 81 81 81	6-8 6-8 6-8 6-8	2 6 2 6	6-8 6-8 6-8 6-8 6-8	2 63 2 63 2 63 2 63
Austin	20 15 15 16-17	6-39HKR 66 36-66, 48-66 36-66, 48-6 Hway	Remy West West	620 629 624 624	0 130 5 113 4 133 4 133	1 558 8 557 3 557 3 557	5 580	610 611 610	2 4001 3 4168 9	609 552 552 623	218 229 199 258	82 89 89 89 89	6 341 8 344 8 344	312 3 300 7 321 7 321	8 350 3 370 8 361 8 361	3 2 3	4 164 1 163 9 164 9 164	1 290 1 385 5 430 5 430	6 455 2 451 0 457 0 457	2 2010 7 2130 1 205	0 150 6 151 1 151 1 151	4 502 2 497 2 497	4762 4802 4802	5221 5357 5357	so	6-8	21 12: 	6-8	5	81	6-8 6-8 6-8	2 2	6-8 6-8 6-8	2 63 2 63 2 63
Bacon	18-19 20 20	H'way Ali	West	624	4 133 4 131	560 560 8	586 584	610 610 1 610	9 4018 9 4018 6 4006	623	258	8	343	321	361	3 2	3	30	456	205 205 4 202	7 150	500	480	)				1						2 63 2 63

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Car	Year	Model	Electric System	Ray	U.S.L.	Bear-Cat	Cole	Utility	Columbia	Everendy	Exide	Gould	Hartford	Philadelphia Grid	Presto-Lite	Titan	Universal	Vesta	Westinghouse	Willard	Witherbee	Cincinnati	Marko	Heissler	Base Contact	Volts	Mazda No.	Volts	C. P.	Mazda No.	Volts	1:	Volte	C. P. Mezda No.
Barbour Barthole- mew Beggs	18 17-18-19 20 18 20 21	20 T A-16	Disco	6244 6242 6200 6200  6307	1311 1311 	5556	5857 5855 5849 5809 5809 5932	6108 6102 6102 6102 6102	4054 4001 4002 4002 4002 	564	215 231		3404 215 3405	3009	3712	34	1697	280	4547 4547 4547	2021 2117 2082 2015 2015 2015 	1510 1504	5068	4833	5209	6- sc 12-	8 18	3 129 5 175	12–16	3	67 1	3-4 12-16	2 6	1 3- 7 12-	
	20 17 18 18	A-17 18 C	G-D	6203 6244 6209	1110	5544	5873 5806 5873	6106 6106	4002 4157 4002 4002	511 564 512 511	217 215		3405 3423	2987 2987	3556 3674 3565	12	1627 1641	4001	4040	2010 2113 2012 2012	1904	4973 4955	4755 4795		se 6-	8 1	167 7 165	6-8 6-8	5 5		6-8 6-8	2 6	3 6- 3 6-	
Bessemer Bethlehem.	20	A 17 A, C, E, H D2,E3,Ton, F		6244 6245	1190 1127 1317 1318	5524	5841	6106 6106	4006	617	219  175	926 892 831	3483 3431		3597 3568				• • • •	2028 2027	1504	4971 5003		5275	sc 6-		169			81	6-8	2 6		8 2 64
Biddle	16-17 17 17-18 19 20 20	C-D D-17 H, H-17, D H-3	G-D	6233 6233 6233	1182 1324 1211	5566 5566 5596	5857 5857 5857	6108 6108 6108	4061 4061 4013 4015	622 622 613 613 611 622	224 224 224 226 226 226 226	830 830		3181 3181 3181 3250	3511 3573 3523	2 2	1644 1642 1628		4553 4553	$\frac{2021}{2021}$	1505 1505 1505 1505	5002	4803	5249 5249 5246	sc 6-	8 20	0 129 0 129 7 129	6-8 6-8	555 : .5.	81 81  81	6-8 6-8 6-8	2 6	3 6- 3 6-  3 7	8 2 64 8 2 64 
Birch Bourne M. BourDav	18 20 18 16-17	Super 4 B-30, 40 VM-2 16-17	G-D	6254	1288	5584 5504		6106 6106	4157	525 603 522	217	956 979	3428	2987	3670  3676	40 12		370	4504	2009 2124 2124 2028	1506	4970 4973		5239	sc 6- sc 6-	8 2	0 129 7 165 5 81	6-8 Inst	h B	63 	6-8 6-8 6-8 6-8 6-8	2 6	63 6- 63 6- 63 6- 63 6- 63 6-	8 2 63 8 2 64 8 2 63
	18 19 20 21 20 15-16	18B 20 21 Hearse	West	6242 6242 6244	1318	5524	5841	6106	4005 4005	608	218	894	3428	3250	3514					2028 2028 2028 2028	1510	4973 5003  5003	••••		sc 6- 2c 6- dc 6-	8 2 8 2 8 1	1 129 1 129 8 129	6-8 6-8 6-8	4 4 4	81	6-8 6-8 6-8	4 (4 (2 (	63 6- 63 6- 63 6- 63 6-	8 2 63 8 2 63 8 2 63
Briscoe	16-17-18-19 21 14 15 16	02 14, B-15 15 4-38, 8-38 4-24	USL U.S.L Apel Split Apel Apel	6307 6307 6318 6278	1142 1273 1143 1119	5641 5641 5647 5522	5928 5932 5945 5935 5878	6132 6150 6136 6108	4077 4131 4080 4062	636 561 569 531	240 231 235 20, 225	908 910 908 887	3475 3475 3432	3009 3043 3012 3251	3712 3717 3684	98 79 102 79 13	1653 1653 1653 1644	389 437 387 466	4593 4593 4599 4509	2143 2186 2120 2122	1527 1527 1529 1527 1507	5068 5102 5071 4987 4990	4833 4868 4834 4767	5223 5359 5225	se 6 de 6 se 6	-8 2 -8 1 -8 1	0 129 7 166 7 125	12-16 Inst	3 ha	67 s D	6-8 12-16 6-8 6-8	23 2 2	63 6- 67 64 6- 63 6-	8 2 64 8 2 64 8 2 64
Brockville Brockway.	. 15 15-16-17 18	24, T-24, 4-24 4-34 H I, G, O, J-2 K-3, R	A-I, A. L. Dynet Dynet	6288 6313 6296	1144	5644 5536		6133 6109 6109	4078	566	224  222 222		3452	3004	3682 3706 3706 3699	78 20	1628 1653 1631 1631	,	4515 4515 4515 4515 4627	2144 2134 2134 2136	1594 1518 1518	5062 5026	4836		sc 6	8 2	0 129 1 129	Inst	na	s D	6-8 6-8		63 6- 6-	8 2 64
Buffalo Tr Buda Buick	19 20 20 17 15 15 15 15	50S-700 C-24, 25 C-36 37, 54, 55 C-4	Delco	6242 6243 6243 6283 6243 6283	3 1341 3 1124 2 1193 3 1193	5605 5520 5586 5586	5862 5862 5841 5862 5856 5846 5846	6109 6109 6109  6106 6106	4016 4017 4016 4065 4058 4058	614	221 221	963	3409	13205	3612 3604 3595 3604 3593	56 54	1645 1628 1643 1643	473 473	4627 4572 4533 4558 4558	2084 2083 2116 2116	1516 1506 1516 1507 1510	4972 4988 4979 4979	4766 4777 4777	5514	sc		7 168 167 167 167 167	i		81	6-8 6-8 6-8 6-8		63 6- 63 6- 63 6-	8 2 63
	16 16 17 18	D-44-45-46-4 D-54-55 45 D-34-35-37 E-49 All	7 Delco Delco Delco Delco Delco	6210 6242 6200	1183 2 1194 1171 1171	5554 5583 5556 5556	5832 5848	6102 6106 6102 6102	4001 4009 4001 4001	614 606 614 606 513 617		967 965 967	3405 3409 3404	3194 3206 3190	3561 3599 3561	49 52 26 26	1641	455 597 467 467	4551 4561 4549 4549 4562	2016 2043	1504 1510 1504 1504	149/1	4777 4781 4773 4773	5319 5316 5320 5315 5315	sc 6	-8 2 -8 2 -8 2	0 12 0 12 0 12 0 12 0 12	9 6-8 9 6-8 9 6-8 9 6-8	5 5 5	81 81 81	6-8 6-8 C-8 6-8	2 2 2	63 6- 63 6- 63 6- 63 6- 63 6-	8 2 63 8 2 63 8 2 63 8 2 63
Bush Cadillac	20 19 20 13 14 15-16	All A, D 20-A 13 All All	Delco Delco Delco Delco Delco Delco	6201	1318 1300 1300 1294	5585 5555 5555	5841 5829 5829	6106 6102 6102 6131	4000	547	253 201 201	965 829 969 969 969	3404		3521	6	1643	312	4562	2026 2011 2011	1504	4971 4952 4952		5315	sc 6	-8 2 -8 2 -8 2 -8 2	0 12: 0 12: 0 12: 0 12: 0 12: 0 12:	9 9 6-8 9 3-4 9 3-4 9 3-4 9 3-4		Sp Sp Sp	3-4 3-4 3-4	2 2 2 2 2 2	63 6- 63 6- 61 3- 61 3- 61 3- 61 3-	8 2 64 8 2 8 2 4 2 61 4 2 61 4 2 61
Cadillac	18 19 20 21 16-17	Type 57 Type 57 59 1 Ton B-F	Delco Delco Delco Delco G-D	6300 6300 6300 6244	1244	5634 5634 5610 5610	5903 5903 5869  5873	6125 6125 6125 6106	4176 4176 4176 4157	557 557 557	200 200 166 166 166	821 984		208	3 3812 3 3812 3 3811 2 3811 2 3811 2 3811	12	1640 1640 1640 1640 1627 1627		4592 4592 4628 4504 4504		152 152 152 152 152 152 150 150	5011 4999 4999 1		5336 5336 5336 5336 5210		-8 2 -8 2 -8 1 -8 1	0 12 0 12 8 12	9 3-4	5 5 5 6	Sp 81 81 85 85	3-4 3-4 3-4	2 2	61 3- 61 3- 61 3- 61 3-	4 2 61 4 2 61 4 2 61
Campbell. Can Briscoe	18 18 16 17 18 19 20	ABC Four 438-838 4-24 All		620 631 629 629 629	1 1172 8 1143 9 1119 2 1123	5555 5647 5522	5829 5829 5935 5877 5960		4000 4046 4080 4063  4062	091			3	325		3	1641	467	4521 4599 4509	2086	1504 1527 1501 1501	4953 7 5071 1 4987		5266 5225 5204	St									
Capital Cartercar. Case	20 21 15 15 14-15	G, K 7 14 R	West Delco West West West	624	1256	5572	5841	6106 6124 6120	4189 4007 4112 4112	614 520	191 186 187	898	3428 3448 3448	3 303	3586	61	164° 1639 1635 1633	470	4558		1510	4973			sc 6	-8 1 -8 1 -8 2	15 12 7 16 7 16 20 12	5 6-8 5 6-8 9 6-8	5 5 5	81 81 81	6-8 6-8 6-8	2	62 3- 63 6- 63 6- 63 6-	8 2 63
Chadwick.	17 18 19 20 21	T-17 U U-19 V	West West West West	624	0 1114 8 1320 8 1320 2 1318	5510 5582 5582 5582 5582 5582	5874 5851 5851 5851 2 5841 2 5881	6106 6106 6106	4000 4007 4007 4006	52: 614 614 617	217 217 218	886 83 83 83	340	8 321- 321- 8 299 299	6 3514	40	162. 1643 1627	369 304 362 312	4504 4558 4558 4511	2011 2029 2029 2027 2027	1500 1500 1510 1510	5044 5036 4977 4975 4975 4975 4975	4755 4798 4796 4758	5352 5213 5213 5283	sc 6	-8 2 -8 2	$\begin{array}{c c} 0 & 12 \\ 0 & 12 \\ 0 & 12 \\ 0 & 12 \\ 0 & 12 \\ 1 & 12 \\ 0 & 12 \end{array}$	9 6-8 9 6-8	5 5 5	81 81 81 85 81	6-8 6-8 6-8 6-8	2 2 4	63 6- 63 6- 63 6- 63 6- 63 6-	-8 2 63 -8 2 63 -8 2 63 -8 4 63 2 63
Chalmers.	16 16 15 15	19 21 24, 26B, 29 32 (6-40), 35 (6-30) 32 (6-40)	West Entz West West	626	8 1127 3 1144 1246	7 5524 1 5644 5 5694	5881 1 5954 1 5859	6166	4165 4078 4152	52 566 597 620	208	892 892 973 973	2 344 2 346 5 342	3 300 9 312 311 2 324	9 3692 4 3706							5 4980 5 4980 5 4980			sc 6	-8 2	20 12	9 6-8 9 6-8 9 6-8 18-2 5	4 4	82	18-24 6-8 6-8	2 2 2	64 18- 63 63 6-	8 2 63
Champion		35 (6-30) 35A 6-30 6-30	West West Split	627 627 627 626 621	6 1173 6 1173 6 1173 6 1334 5 117	3 556 6 559 3 556 556 0 555 0 554	9 5859 1 5859 9 5859 9 5859 3 5861 8 5823 6 5803 8 5874 5 581	6105 6105 6105 6106 6106	4060 4060 4007 4007 4007 4002	620 620 620 620 614 607	203 203 203 215 217	97	342	2 307	0 3611	1	3 1686 3 1686 3 1686 3 1641	263	455 455 455 455 455 455	7 2024 7 2038 8 2038 8 2012 6 2012	1510 1510 1510 2 1510 2 150	0 4980 0 4980 0 4980 0 4980 4 4958	4809 4809 4795	5312	sc 6	-8 2 -8 2 -8 1	17 12	9 6-8 5 6-8 9 6-8	5		6-8	2 2	63 6-	-8 2 63 -8 2 63
Chandler.	20	K, O Ser 17 Ser 18	G-D G-D G-D West	623 627 620 624	3 117- 125- 1111- 1130- 3 131	4 555 5 561 4 551 0 555 7 555	6 5803 8 0 5874 5 5813 5 5813	6100 6120 6100 6100 6100 6100	4061 4111 4157 24000 4005	613 519 522 609 609	215 186 217 216 215	88 88 88 88 88	8 344 6 340 6 342 9 342	320 3 303 5 303 7 298 7 319	3 3584 3 3564 3 351 0 377 0 367 8 354 0 357	6 1	1628	450	150	2111	1 150	0		5353	sc f	-8 1	21 12 17 16 21 12 21 12 21 12	5 6-8	4			2 2 2	64 6- 63 6- 63 6- 63 6-	8 2 63 8 2 63

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Keep track of the time you give away in free service. Figure what it costs you for thirty days. Also keep track of the free service "customers" who spend any money with you. Then you'll quit free service forever.

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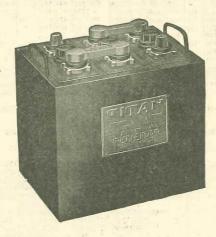
# UNIVERSAL BATTERIES

#### MOTOR RECORD, OCT., 1922 BATTERY REPLACEMENT AND LAMP DATA—CONT.

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Car	Year	Model	Electric System	Ray	U.S.L.	Bear-Cat	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia (	Presto-Lite	Titan	Universal	Vesta	Westinghouse	Willard	Witherbee	Cincinnati	Marko	Heissler	Base Contact	Volts		Mazda No.	Volts	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P. Mazda No.
Charter O'k Chase Chevrolet	20 21 17 17-18 15 15	Ser 20 NS-21 A-B 0-172, 173 L H2, 2½, 4, Baby Gr H3 Monroe Baby Gr., Am y, Roy- M	A-L A-L	6243 6271  6244 6244	1316 1110 1127 1110	5584  5505 5524	5812 5829 5847 5901	6106 6106 6109	4007 4164 4164	525  549	217 217	831 831 886 886 892 892	3428 3409 3409	3203 3072 3204 2996 2987 2987	3586 3693 3693	26  6 66 66	1641  1643 1639 1627 1629 1629	480 373 373 429	4558 4588 4588		1510 1512 1512 1512 1512 1512	4971  4973 4973	4798 4758		sc sc sc sc	6-8	21 12 21 12 21 12 20 16 20 16 20 16 20 16	9 6	-8 4 -8 4 -8 4 -8 4 -8 4 -8 4	81 81 81 81 81	6-8 6-8 6-8 6-8 6-8	2 2 2		6-8 6-8	2 63 2 63
	20	4:90 Baby Gr 4-90 FABG D-8 490 F, B, G, T F, B, T 490 D4, D5 B, G	A-L A-L A-L A-L A-L A-L A-L A-L A-L	6245 6205 6243  6203 6243 6200 6200	1175 1189 1175  1175 	5547 5572 5547  5547  5585	5806 5847 5806  5806  5806 5863 5801	6102  6106 6106 6106 6106 6106 6106 6106	4054 4001  4071 4001  4001	614 606 617 626 606 614 614 606 626 609	218 215 218 218 218 218 218 218 218 218	829 886 829 831 833 829 831 829 834	3428 3428 3423 3427 3437  3423	3196 3172 3190 3169 3176 3190 3203 3203 3203	3554 3597 3554  3616 3556  3504 	6 26 4 30  40 34	1643 1641 1643 1646	457 362 457 464 294 312 467 294	4530 4547 4530  4547 4530  4547 4539 4564	2086  2010 2106 2027 2010 2010	1504 1510 1504 1510 1510 1510 1510 1510	4955 4973 4955  5002 4955 4972 4954 4972 	4795 4779 4795 4795 4795 4788	5266 5210 5266 5275 5250 5266 5276	de de se de se . de .	6-8 6-8 6-8 6-8  6-8	21 13 21 13 21 12 21 12 21 13 14 12 21 12 21 12 21 12	0 6- 9 6- 0 6- 4 6- 	-8 2 -8 5 -8 5 -8 5 -8 5 -8 5 -8 5	81 81	6-8 6-8 6-8 6-8 6-8 6-8 6-8	5 2 2 2 2 2 2 	63 63 63 63 81	6-8 6-8	2 63 2 63 2 64 2 64 2 64 2 64 2 64 2 64
Classic Cleveland. Clydesdale.	21	C, G-6-4, 6-5 	Delco Delco Delco	6230 6230 6200 6300 6242 6242 6242	1110 1170  1265 1321 1322 1318	5562  5636 5586 5579 5585	5841 5903 5846 5848	6102 6125 6106 6106 6106	4048 4177 4011 4008 4008	522 .511  559 614 617 617	218 215 201 221 220 218	829 969 963 965	3402 3428 3449 3407 3407 3408	3133 3205 3206	3560 3560 3560 3812 3593 3578	34 34 34 75 6	1640 1643 1643 1643	293 434 473 507 479	4631 4591 4559 4570 4562	2013 2113 2089 2082 2165 2033 2034 2027	1504 1521 1510 1510 1510	4952 4958 4998 4979 4974 4971	4828 4777 4781 4778	5334 5319 5320 5318	sc (sc (sc (sc (sc (sc (sc (sc (sc (sc (	6-8 6-8 6-8 6-8 6-8 6-8 6-8	20 12: 17 12: 21 12: 24 16: 27 16: 20 12: 20 12:	6-6-6-6-6-6-6-6-6-6-6-6-6-6-6-6-6-6-6-	8 4 8 4 8 7 8 7	83	6-8 6-8 6-8 3-4 3-4 3-4 3-4	2 2 2 2	63 63 61 61 61 61 61	3-4 3-4 3-4	2 <b>63</b> 2 63 2 62 2 62 2 62 2 61
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Crow- Elkhart	20 21 15 16 16 17 17 17	18-6-40 6-40 CE-30 CE-30 CE-33 CE-35	West Disco Disco Dynet Dynet Dynet Dynet	6200 6242 6244 6307 6215 6215 6215	1300 1301  1142 1170 1170 1170 1170	5555 5641 5549 5549 5549	5829 5805 5805 5805 5805	6102 6106 6102 6132 6102 6102	4001 4077 4002 4002 4002	522 563 563 607 607	217 217 217	829 886 908 829	3405 3423 3470 3423	2987 3223 3193 3193 3193	3546  3674 3629 3629 3564 3564  3500	12 99 99 26 26	1641 1641	362 492 458 458 458	4610 4546 4546 4546	2011 2010 2027 2113 2211 2211 2012 2012 2012 2011 2011	1504 1506 1597 1504 1504 1504	4953  5068 4958 4958 4958	4755 4856 4795 4795 4795	5210 5266 5224 5266 5266	sc 1: sc 1: sc 1: sc {	6-8 6-8 2-16 2-16 6-8 6-8	15 12 17 16 21 14 21 14 21 12 21 12	9 6-61 12-19 6-99 6-	-16 3 	67	6-8 6-8 6-8 12-16  6-8	2 2 2 3	63 64 67 15 63 63	6-8 6-8 6-8 2-16	5 81 2 64 2 64 2 64 3 68 2 64 2 64
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#### FOR BATTERY BUILDERS



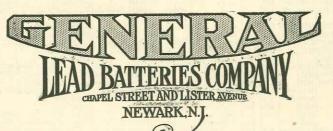
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F. R. P Federal	18 20 16-17-18 18			6305	1233	5649 5650	5926 5926 5939	6138	1083	576	237	896 912	3483 3470 3470	3004	3699 3723	82 1	655	298	596	2216	1518  - 1533  -	5027 4 5032 - 5077 - 4971 -	5	227 s	12-1	6 39	129	6-8		81	6-8 6-8 ecia			6-8 6-8	2 64 5 81
Ferris	19-20	C-20	Leece		1318		5847 5841	6128	1006	515				3072	2757					2027	1504				6-8		129	6-8	6	81	6-8	2 6	33 6	3–8	4 63
Ford	15 15 16	Split'f GD GD	S-II	6318	1154	5560	5935	6136 4	1080 1060 1060	569 620 510	207 203 203	900 839 977 977	3474 3441 3441	3012 3241 3241	3717 3611 3770	79 1	653 686 686	387 4 472 4 472 4	1599 1557 1557	2001 1 2143 1 2024 1 2024 1	1527 1599 1599	5071 4 4960 4 4962 4	834 5 821 5 821 5	294 d 311 d 311 d	6-8 6-8 6-8 6-8 12-1 6-8 12-1	20 20 20	130 130 130 130	6-8 6-8 6-8	5 5	81 81	6-8 6-8 6-8	2 6	33		2 64
	16-17	Heinze Genemotor	Sprig	6244 6308	1110 1153	5505 5641	5959 5873 5932	6105 6172 6106 6132	1154 1157 1077	522 563	234	952 886 839	3405	3056 3196 3173	3674 3631	126 79	1627 1629	362 4 391 4	1504 1593	2201 2113 2143	1584 1506 1527	4973 5068	1886 5 1755 5 1833 5	349 d 210 d 293 d	6-8 c 12-1	6 16 6 16	176 130 176	12-16	6 6		2-16 6-8 2-16	6 9 6 3 6	00 12 64   6 68   12	2-16 5-8 2-16	6 90 2 64 3 68

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			Electric S	Ray	U.S.L	Bear-Cat	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia	Presto-Lite	Titan	Universal	Vesta	Westin	W illard	Witherbee	Cincinnati	Marko	Heissler	Base Contact	Volts	: F	Volts	C. P.	Mazda	Volts	C.P.	Mazda	Volts	C. P. Marda
Ford	15 15-16	West	N-E West	6307	12/7 1222	5661	5917	6132	4077	600 628 538	196 231 220	839	3470	3223	3808 3629 3693	119 89	1659 1659	441 493	4612 4511	2192 2107	1584 1531	5086 5068	4886 4849 4758	5361 5293 5215	de l	2-10 1 6-8 2	6 1 / 0 14	6 12-1 1 12-1 0 6-8 0 6-8 1 6 12-1	6 6	90 91 82	12-16 12-16 6-8	6 3 5 2	67 1	12-16 12-16	6 96 3 67 3 67
	15-16 16 16 16	Kemco GD Dyneto N-E	Kemc D-U Dynet N-E	Transcor.	12801	55861	5947	61721	4137	510 564	229 231	978 839 911	3441 3470 3478	3028 3009 3048	3770 3711 3808	79	1686 1653 1717	418 392 440	4580 4593	2014 2143 2193	1595 1527 1584	4962 5066 5080	4795 4833 4877	5368 5293 5341	de se de	6 8 2 2 16 3 2 16 1	0 13 0 14 6 17	0 6-8 1 6 12-1	6 6	82 90	6-8 12-16	6		12–16	6 90
	16-17	Disco Berns St A-B-C	ABC	6243 6201 6200	1142 1300 1171	5555 5556	5829	6102 6101	4055 4000	524 609	216 214	827	3400	3190 3242	3599 3500		1641	487	4550	2011	1504	4053	1702	5266								I. I.	63 .		
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Four-Wh.D.	20 16 17 16-17-18-10	C 4 Cyl B Sta Lta	Al-C N-E	6215	1352 1170	5548	5833	6103		565 606	158 215 235	829	3423	3191	3568 3564  3664	157 26	1641	458	4625	2012	1504	4958 	4795	5266	sc sc sc	0-0 2	$ \begin{array}{c c} 0 & 12 \\ 0 & 12 \\ 0 & 12 \\ 0 & 12 \end{array} $	9			6-8 6-8	2	63	6-8 6-8	2 63 2 63
Four-Wh.D Franklin	14 14-15-16 16-17-18-	2, 3, 4, 5 6, 7, 8 9, A-B8	Dynet Dynet Dynet		1285 1281 1222	5695 5681	5949	$6164 \\ 6154$	4149 4144	595 581 628	204	939 918	3485 3479	3054 3049	3797 3533	114 106	1669	443	4622	2198	1541	5118	4882 4874	5363	de 1	$\begin{array}{c c} 6-8 & . \\ 2-16 & 2 \end{array}$	4 17	6-8 0 12-1 2 12-1	5 6 6 6 6	82 90 90	6-8 6-8 6-8	2	64	6-8 6-8 6-8	2 64 2 64 2 64
Frontmobile Fulton Tr.	19-20 17	F-1	Al-C	6201 6243	1300 1317	5555 5584	5829 5841	6102 6106	4000	609	216	829	3421	3190 3203	3500 3578	25 4	1641 1643	467	4550 4560	2011 2028	1504 1510	4953	4794 4796	5266		2	0 14 0 14	2							
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Geneva	20 17 16-17	C, G	West	6254	1268 1110	5505	5873	6106	4157	522	217	886	3423	3203 2987	3674	12			4504 4550			 4973	4755	 5210				:							
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	17 18 17	77B Ma, 17			$\frac{1138}{1219}$		5885	6113	4168	::::		896	3405	3003	3819	21	1631 1631 1631		4517 4535 4577	2104		5003				6-8	2 12	9 6-8	5	81	3-4	2	61	3-4	2 61
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Gram Bernstein	18-19 14 15		West G-D Delco	6280 6258 6244	1116 1325 1110	5517 5577 5505	5877 5906 5873	6108 6128 6106	4063 4002 4157	530	225	900	3405	2992 3105 2987	3757	70			4547		1510	4991 5042 4973	4799	5323		β−8 ( 2	0 12	9 6-8	5	81	6-8	2	63 .		
Gramm Tr.	14-15-16	60, 70, 70B, C, 75	West West	6244 6244	1110 1127	5505 5524	5832 5841	6106 6109	4157 4164		217 220	892 892	3405 3409	2987 2996	3574 3693		1648		4565			4973 5003	4755 4758	5210 5215											
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- 1	19 20	GL H	Wag	6211 6265 6265 6265	1315	5582	2871	6102 6102	4054	522 522	215	831		3171	3598 3598		1641	304		2018 2018	1510	4952 4952 4975			sc			9 6-8	5	81	6-8	2	63	6-8 6-8	2 63 2 63
Gray Dort.	18 18 16	10 12 5-A	West	6209	1299	5582 5546	5851 5851 5834	6102	4002	607		829	3423	$\frac{3214}{3191}$	3600 3600 3600 3565	23	1643 1643 1641		1546	2018	1510	4955	4795	5266	SC .										
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Great	17 18-19 15		West G-D	6295 6244 6244	1138 1138 1110	5535	5885 5862	6113	4168 4169	552 552	223 223 217	896	3447	3037	3702		1637 1637 1627	382	4517 4517 4536	2103 2103 2113	1506	5025 5025 4973 5003	4762 4762	5221	sc sc	6-8	7 16	9		82	6-8 6-8	2 2		6-8	2 64 2 64
Western. H. A. L	15 16-17 18	21, 22 12	Remy West	6258	1128	5526	5881	6109	4166		219	829		2996 2996	3693 3691	15	1029	3/4		2121	1512	15009	4759	5285	SC	6-8	7 16 20 12 20 13	6 6-8	8 5	82	0-8 6-8 6-8	2 2 2	64	6-8 6-8	64 5 82 5 81
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Harvard	16 16-17 20 15-16-17-18		Wag Delco	6306 6254 6200	1142 1110 1175	5641 5505	5934 5832 5829		4083 4157 4040	564 564 514	234 218		3423		3602 3725 3676 3561				4564 1530 1521		$ 1527 \\ 1527 \\ 1500$	5068 4973			sc	6-8	20 12	3-4	i 2	61	3-4		61	3-4	2 61
Harroun Harwood- Barley	17-18-19-20 15-16 16	AA-1 D, R, <b>L</b>	Delco Remy West West	6201 6242	1300	5555	5829	6102 6111	4000	-	223	829	3413	3190	3507 3546	25	1641 	467		2011	1504	4955 4953 4973		5266 5290	sc	6-8	20 12	9			3-4	2	61	3-4	2 62
Hassler Hatfield	17 16 17-18	A-Ser 17 H, I, J, K A	West	6279 6312	1110 1324 1147 1190	5642	5857 5933	6133	4013	564 525	234	832 908 831	3428 3470 3427	3184 3009 3209	3603 3713 3578	27	1658 1643		4567 4599	2143	1511 1594	4972	4805	5224	sc	2-16	30 14	11 12-1	i6 6	89	12-16	3 3	67	iż-16	3 67
Haynes	19 19-20 14	A, C 26, 27, 28,	Dyne		1317 1318	• • • •	5841 5841	6106 6106	4005							26			4546 4546	2028 2011	1510 1504				sc 	6-8					6-8		• • •	6-8	2 63
	15 15	30, 31, 32 30 31, 32 30 33	LN	6313	1158	5624 5658	5941 5941	6122 6144	4116 4090	533 583	238 238		3461 3461	3034	3730 3782 3730	84 84	1637 1637	425 425	4586 4606	$\frac{2150}{2150}$	1539 1534	5090 5050 5090	4814 4844	5355 5229	dc dc	6-8	24 17 24 17	70 6-8 70 6-8	8 5	82	6-8 6-8		82 82 82	6-8 6-8	2 64 2 64 2 64 2 64
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			Electric	Ray	U.S.L.	Bear-Cat	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Phiiladelph'a	Presto-Lite	Titan	Universal	Vesta	Westinghouse	Willard	Witherbee	Cincinnati	Marko	1	-		C. P.	Wazda No.		1	Volts	C.P.	Mazda No.	Volts	Mazda No.
	16 16-17 17-18 19	36, 38, 40, 41 38, 39, 43, 44 38, 39, 39r	LN LN	6244 6244	1217 1217 1316 1335	5600 5600	5896 5860 5860  5862	6109 6109 6109	4018 4018 4007	533 623 623 623 614	190 190 258 218 218	833 833 965	3436	3218 3218 3204	3613 3613 3613	29 29  40	1637 1645 1645 1645 1645	487 487 487	1571 1571 1627	2175 2051 2029 2049	1512 1512	5003 5003 5003 4973	4801 4801	5275 5317	d de de	6-8 6-8	20 13 20 13 20 13	30 6-8 30 6-8	3 4	82		 	64	6-8	2 64
Hercules Herschoff	21 20 15 15 15 16	47 All K 4-16 4-40, 6-50 4-35	Leece Dyn APL APL	6307	1318 1230 1151 1143	5663 5651		6132 6139 6136	4085 4080	578	218	912 908	3451 3474	3038 3160 3012	3721	43  81	1645  1655 1635	395	1564 1612 1595	2051 2027 2063	 1531 1601	5063 5076 5071	4861 4842	5294 5228	de	6-8	15 13 17 16 20 13	36 6-8	3 8		Spec	2		6-8	2 64
Higrade	16 18 17 17-18	H-650 A B A	APL	6319 6202 6243 6243 6294	1226 1307 1317 1317 1350	5668 5584 5584 5584	5834 5841 5841 5841	6135 6106 6106 6106	4002 4005 4005 4187			839 831 831 831	3470 3427 3427 3427	3203 3203 3203 3249	3637 3514 3514 3514 3514	89  4 28 4	1659 1643 1643 1643		1547 1560 1560 1577	2067 2013 2206 2028 2028	1527 1510 1510 1510	5065 4971 4971 4971	4848 4796 4796 4796	5297 5275 5275 5275			20 13				6-8	2		6-8	2 64
Hollier	16 16 17 17 18-19	166 168 166 168, 176, 178 188, 206	AL-C APL AL-C APL	6215 6318 6215 6318 6318	1170 1227 1170 1227 1227	5548 5704 5548 5704 5704	5918 5833 5918 5918	6102 6136 6102 6136 6136	4080 4002 4080	631  607 631	207 207 207 207	839 839 839	3423 3474 3423 3474 3470	3225	3564 3635 3564 3635 3635	26 89 26 89 89	1661 1641 1661	458 495 458 495	1546 1546 1612 1612	2012 2066 2012 2066 2066	1504 1527 1504 1527 1531	4958 5071 4958 5071	4795 4848 4795	5206	sc .	6-8	20 is 20 is 20 is	29			3-4 3-4 6-8	2 2 2	61	3-4 3-4 6-8	2 61 2 61 2 63
Holly Holmes	20 17 18 19 20 21	A	Dyne.	6304	1158 1232 1232	5677	5918 5941 5921 5921	6138	4089	522 582 582 582	207	916	3466	3100	3597 3731 3535	89 90 90		401 507 269	4605	2066 2066 2068 2068 2068	1504 1539	4952 4952 4952		VIII TO STATE OF THE PARTY OF T	de 1 de 1	2-16 2-16	21 1	30 <b>6</b> -6 44 12- 42 12- 42 12-	16	90	6-8	2	i	6-8 2-16 2-16 2-16	2 64 2 68 2 68 2 68
Houghton.	17 16 17 19 14-15	15A 400 400  6-40	Dyn Dyn Delco	6244 6244 6243 6303 6242	1110 1110 1190 1223 1118	5505 5584  5509	5873 5873 5841 5919 5846	6106 6106 6106	4157 4053 4031 4009	526	217 217  221	886	3407	2987	3674 3578	12  6	1627 1627  1627	473	4504 4504 4529 4613 4528	2113 2113 2098 2063 2044	1506	4973 4973 4971 4979	4755 4776 4753	5210 5210  5319	sc	6-8	:: : 20 i:	29 6-	8		3-4			3-4	2 61
Huffman	14-15 16 17-18 19-20 21 20	6-54 6-40 Super 6, 6M Tour-Lim O All	Delco Delco Delco Delco Delco	6242 6242	1265 1201 1195 1195 1301	5587 5585	5849 5841 5841 5829	6106 6106	4009 4006	559 517 616 616	201 221 218 218 160	969 965 965 965	3449 3409 3408 3408		3812 3578 3599	75 6 6	1640 1643 1643 1643	434 507 479	4591 4561 4562	2045 2044 2046 2046	1521 1510 1510 1510	4998 4978 4971 4971	4828 4781 4778	5334 5320 5320	sc sc	6-8 6-8 6-8	20 1: 20 1: 20 1: 20 1: 15 1:	29 6-1 29 6-1 29 6-1	8 8	5 81 5 81 5 81 5 81 4 81	3-4 3-4 3-4 3-4 6-8	2 2 2 2 2 2	61 61 61	3-4 3-4 3-4 3-4 6-8	2 61 2 61 2 61 2 61 2 63
Hupmobile.	15 15 17 17 17	N-W NQ, NL NR NU, NI, 2, 3	West West West West West	6305 6244 6244	1153 1316 1316	5649 5572 5572	5939 5847 5847 5847	6106	4083	576 614 614 614	234		3452 3428 3428 3428	3014	3723 4 3586		1655 1643 1643 1643	470 470	4558 4558	2216 2029 2029 2029	1510 1510 1510	5082 4973 4973 4973	4798 4798	5275 5275 5275			16 1°		8	2 63	6-8	7		2-16 6-8	3 67
	17 18 19 20 21	RR RR	West West West	6200 6200 6200 6200	1316 1300 1300 1301	5572 5555 5555	5829 5829 5829	6102 6102	4000 4000 4001	614 609 609 609	215 215 215	829 829 829	3428 3421 3421 3421	3190	3500 3500 3500	6	1643 1643 1641	.467 296	4550 4552 4552	$2011 \\ 2011 \\ 2011$	1504 1510	4973 4953 4953 4953	4793	5266	sc sc sc	6-8 6-8 6-8	20 1: 20 1: 20 1: 15 1:	29 6- 29 6- 29 6-	8 8	2 63 2 63 2 63	6-8 6-8	2 2 2 2	63 63 63	6-8 6-8 6-8 6-8	2 63 2 63 2 63 2 63
Hurlburt	15-16 15-16 15-16	1½, 2, 3½, 6 Ton, R 64 F, H	West	6244		5576	5847	6106 6106 6139	4048	522	217		3405	320	3586	6 82		470	4558 4558	2216		4955 4970		5275	sc sc		24 1 20 1			5 81 5 81		2 2		6-8 6-8	2 63 2 63
Inter- Har'st'r Indiana	16-17-18 18 20 21 14-15	F,G,H,K,L B, F, K K	K,NE	6201			5939 5939		4160	::::	239				4 3724 4 3699 3674		1655 1631 1627		4515	2116 2116 2081 2114	1533 1533 1506 1518	5027	4763	5221		6-8	15 1	29 6-	8	4 81	6-8	2	63		
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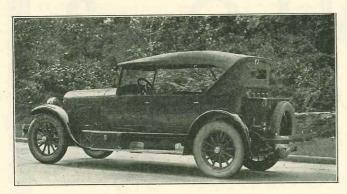
#### Ford Special Wins Pike's Peak Climb

Spectators were surprised to see a Ford special win the Penrose trophy for the fastest time in the fourth annual Pike's Peak hill climb. The car was in the less than 183 cu. in. displacement class. The time was 19 min. 50 4-5 sec.

William G. Brenner has been appointed a special representative of the Ohio Pattern Works & Foundry Co. to look after the company's interests in the Central States. Mr. Brenner has been connected with the J. J. Cooper Rubber Co. for about fifteen years. He succeeds H. P. "Happy" Rhodes.

## Jordan "Blue Boy" Latest Offering

The "Blue Boy" in "Blue Devil" blue is the characteristic name of a new Jordan four passenger car, which went into production during August. The wheelbase of this model has lengthened to 1241/2 inches for sporty lowness and the car rides close to the ground. The cushions hug the floor. The general shape of the body is the same as the "Playboy" model as far back as the front seat. A slight curve has been added to the back of the front seat. The



JORDAN FOUR-PASSENGER "BLUE EOY" MODEL

rear of the body is low and does not have the sweeping curve on the back panel that is found in the tour-

The sides of the body are three-quarters of an inch lower than the touring body and because of the extra 4½ inches added to the wheelbase a liberal door

opening is provided.

Upholstery is in dark blue Morocco leather, put on without plaits. A roll is incorporated at the front edge of the cushions, furnishing a support for the knees. Seat cushions are very low, being set right on the floor with just enough pitch to make them unusually comfortable. Long curled hair and Marshall cushion and back spring add to their riding qualities. A heavy strap of tan leather with a distinctive nickelplated brass buckle, and havy polished aluminum end brackets serves as a robe strap and adds greatly to the appearance of the interior. There is a wool carpet on the tonneau floor. The foot rest is all brass nickel-plated.

Running boards are covered with black ribbed rubber instead of the conventional linoleum and there are aluminum kick plates to protect the running board filler. The top is of the Golde type, with a polished rust proof frame, and natural wood finished bows. Top material is imported Burbank. Burbank side curtains and slip cover are standard equipment. Curtains and curtain rods are stored in the right front and rear doors, leaving the left rear door free for carrying odds and ends. The top is  $2\frac{1}{2}$  inches lower

at the sides and 4 inches lower at the rear.

Tires are 32 x 41/2 in.; cords, which are oversize for this model. The windshield is silvering quality, plate glass, of one piece construction like that used on the Jordan "Play Boy." There is a new type steering wheel with walnut spokes. Small spark and throttle control are mounted in a small space at the center of the wheel without the conventional aluminum sector.

There is a trunk rack on the rear with a rubber covered platform, and polished cast aluminum bars with blackened grooves. Additional aluminum bars to match are fastened on the back panel of the body. The trunk itself, which is furnished as standard equipment, is covered with black Fabricoid with locks and corner tips of brass, nickel-plated. This trunk

contains two good sized suit cases, with an additional space at the end to carry golf shoes, packages or other articles.

A gasoline gauge showing the exact number of gallons of gas in the tank is mounted on the side of the trunk carrier bracket, right near the filler. Small tools are carride in the left hand front door as on all Jordan models, and the larger tools are stored in a special box mounted on the left hand running board. This box is covered with the same material as the trunk on the rear of the body and has brass nickelplated locks and corner tips.

Head lights are all brass nickel-plated and are of the new barrel type design. Bumpers are standard equipment front and rear, and there is nickel-plated windshield cleaner. The Blue Boy is listed at \$2,150

f. o. b. Cleveland.

#### New Indiana Speed Truck Announced

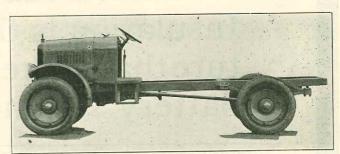
A new Indiana one-ton speed truck, known as the "Highway Express," will make its appearance on the market shortly, according to an announcement just made by the Indiana Truck Corp., Marion, Indiana.

This model will embody several new features in speed truck construction, it is announced. The new job has been under test on the road for several months, and the factory is preparing to swing into quantity production. The wheelbase is 132 in. and the price of the chassis \$1,425.

The rear axle is a spiral bevel drive, semi-floating type. The engine is a special Waukesha, built under the direct supervision of the company, with 33/4 x 51/4 in. cylinders, and a three bearing crankshaft. The bearing dimensions are: Front, 2 x 21/4 in.; rear, 2 x 3 in.; connecting rod bearing, 2 x 21/4 in.; piston pin bearing, 1 x 2 in.

The truck will be equipped with disc steel wheels, and 34 x 5 in. pneumatic tires, all around, and electric lights and starter, which will be standard equip-

ment.



INDIANA SPEED TRUCK CHASSIS

A special designed pressed steel frame is one of the features of the new speed truck. Some unique features in trussing and gusseting have been employed. The frame is of pressed steel construction 5 7/16 in.

deep, with 31/4 in. flange.

The spring construction is three-quarter eliptic, both front and rear, the principal feature of which is the arrangement of the leaves, and the elimination of all shackles and ground bolts, no lubrication being necessary. This type of spring is said to be especially advantageous for a speed truck, for it gives added protection to the load, and the drive is through the springs, and the driving strains are carried by a number of main plates instead of one main plate as in the conventional type.

Geo. W. Mason has been appointed works manager of the Maxwell Motor Corp.

# A New Battery or An Old One?

Every car owner who prefers a new battery to an old one is on the side of bone-dry shipment and stocking of batteries, because the battery is kept brand new until prepared for active use.

Willard Threaded Rubber Insulation is the battery featurethat makes true bone-dry battery shipment possible.

WILLARD STORAGE BATTERY COMPANY, Cleveland, Ohio Made in Canada by the Willard Storage Battery Co. of Canada, Limited, Toronto, Ontario

THREADED RUBBER BATTERY

## List Price of Storage Batteries tor Cars From 1915 to 1921

## REVISED MONTHLY

HOW TO USE THIS TABLE.—These prices are consumers prices of standard batteries, F.O.B. Home Office. Freight or express charges will have to be added. Weight of battery is given for this purpose. Look in Electrical Specifications Department for name and year and model of car: Find the serial number under the battery desired; look in this table for that serial number and you will find the battery that will fit that car. Be sure and give the type number and order, or part number, in ordering. Do not pay any attention to serial number, as that is created by us to enable you to find the right battery quickly Prices here given are taken from the latest price lists we have been able to obtain from manufacturers, and will be submitted to manufacturers each month for revision. This compilation is for the benefit of the trade.

We have used every care to give the latest, authentic information, but we do not guarantee the correctness of these prices and cannot be held liable for same.

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U. S. L. Type and Form Prices Include FederalExcise Tax Included Sept. 15, 1922		UNIVERSAL Type and Assembly Federal Tax Not Included January 10, 1922	A Higher Research Hour Rate Hour Rat
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1224 CDX-607X41F 12 43 63 32.85 1337 HDX-317X36A 1225 CDX-607C118A 12 43 63 34.95 1339 HDX-317X81D 1226 CDX-607C16A 12 43 63 34.95 1339 HDX-317X9C 1228 CDX-607C16A 12 43 63 34.95 1339 HDX-317X9C 1228 CDX-607X63A 12 43 63 34.95 1339 HDX-317X9ED 1229 CDX-607X59A 12 43 63 35.05 1341 HDX-317X9ED 1230 CDX-607X59A 12 43 63 32.90 1343 HDX-317X81E 1232 CDX-609X16D 12 63 78 42.25 1345 HDX-611X10A 1233 CDX-609Z132D 12 63 78 42.25 1345 HDX-611X116E 1235 CDX-609X81D 12 63 78 42.25 1345 HDX-611X116E 1235 CDX-609X81D 12 63 78 44.45 1347 HDX-611X116E 1235 CDX-609X81D 12 63 78 44.45 1347 HDX-611X116E 1235 CDX-609X81D 12 63 78 44.45 1349 K-1503 1238 CDX-609Z10C 12 63 78 44.45 1349 K-1503 1238 CDX-609Z10C 12 63 78 44.35 1350 QA-313C81D 1238 CDX-609Z110A 12 63 78 43.35 1350 QA-313C81E 1239 CDX-609Z110A 12 63 78 43.35 1352 CN-311-X	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	64   146   73.00   701   NS-129N3   12   64   146   73.00   702   LS-167B   16   57   63   37.00   1702   LS-167B   16   48   58   37.00   1703   LS-169B   16   48   58   37.00   1704   LS-1611B   16   114   55   28.00   1705   HS-167B   16   64   90   57.00   1706   HS-167B   16   48   76   51.00   1708   HS-169B   16   48   76   51.00   1708   HS-169B   16   48   76   61.00   1710   LS-187B   18   61   70   44.00   1711   HS-187N3   18   80   82   60.00   1711   HS-187N3   18   80   80   80   80   80   80   80	50.50 2024 SJR3-70549-Q581- 51.20 20583 6 99 38.05 77.00 2025 SJR3-70522-Q77-Q78 6 99 38.05 60.00 2026 SJR3-70522-Q77-Q78 6 99 38.05 60.00 2026 SJR4-70601-Q213- 70.00 2026 SJW4-71601-Q213- 70.00 2027 SJR4-70601-Q213- 64.00 2027 SJR4-70601-Q213- 64.00 2027 SJR4-71601-Q213- 64.00 2027 SJR4-71601-Q213- 64.00 2027 SJR4-71601-Q213- 64.00 2027 SJW4-71601-Q213- 64.00 2027 SJW4-71601-Q213- 64.00 2027 SJW4-71601-Q213- 64.00 2027 SJW4-71601-Q213-
1241 CDX-611X59A 12 84 93 50.11 1242 CDX-611Z100A 12 84 93 50.40 1243 CDX-611X1161) 12 84 93 49.00 1244 DA-313A82E 6 150 82 52.00 2 1245 DA-313A89 6 150 82 54.20 1246 EDC-909 18 53 105 61.00 1 1247 EL-607D 12 29 54	6 120 96 51.80 1603 4 WLS24-50 24 1605 4H-15-E 8 6 1605 64H-15-E 1606 3PR-19-S 6 1607 6H-7-S-T 12 1608 6R-3-S-T 12 1609 WRS-T-2-100 1610 3R-23 6 6 1610 3R-23 6 6 1610 3R-23 6 6 6 80 44 24 26 60 1613 3L-13-J 6 6 80 44 26 60 1613 3L-13-J 6 6	1714 HS-1811N3 18 112 80 1715 NS-189N3 18 84 1716 LS-247B 24	2029 SJW4-71601-Q582-   74.00   Q584   6   111   36.70   65.00   65.
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1266   F-319B1C   6 144   69   42.05   15 18   3R-19-E     1267   F-319B2C   6 144   69   42.05   15 19   3R-19-E     1268   F-319B85   6 144   69   44.55   15 20   3R-19-E     1270   F-319B85   6 144   69   44.55   15 21   3H-19-E     1271   F-319K86C   6 144   69   42.05   15 23   3G-11-E     1272   F-319L115C   6 144   69   42.05   15 23   3G-11-E     1273   F-607B41A   12   35   57   37.35   15 25   3G-15-E     1274   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1274   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1274   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1274   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1274   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1274   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1274   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1274   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1274   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1274   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1275   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1276   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1276   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1276   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1276   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1276   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1277   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1277   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1277   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1277   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1277   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1278   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1278   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1278   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1278   F-607B42A   12   35   57   37.35   15 25   3G-15-E     1278   F-607B42A   12   35   37.35   15 25   3G-15-E     1278   F-607B42A	6 133 60 37 00 627 LS-613B 6 6 6 144 70 41.00 629 LS-615B 6 6 6 144 70 41.00 629 LS-615B 6 6 144 70 41.00 630 LS-615N 6 6 144 70 41.00 630 LS-615N 6 6 144 70 41.00 6 110 62 39 00 631 LS-619N 6 6 6 140 62 39 00 631 LS-619N 6 6	42   31.00   50   31.60   50   33.60   55   37.00   56   37.50   56   44.00   56   44.00   56   37.20   201   56   37.20   201   56   38.00   2002   SER3-60501-734 No. 50   38.00   2002   SER3-60501-Q581-36   54.2.00   2003   SER4-60647-Q93-Q9   60   48.50   2004   SER4-60649-Q113-Q113-Q113-Q113-Q113-Q113-Q113-Q11	数
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$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	12	58 43.00 2010 SJW3-71501-Q213-Q212 5JR3-70501-Q133-Q13 SJW3-71501-Q133-Q13 SJW3-71501-Q133-Q13 SJW3-71501-Q133-Q13 SJW3-71501-Q133-Q13 SJW3-71501-Q77-Q8 68 42.00 2012 SJR3-70501-Q77-Q8 65 2.00 2012 SJW3-71501-Q77-Q 52 52.00 2013 SJW3-71501-Q586-Q588 S2 SJW3-71501-Q586-Q588 S2 SJW3-71501-Q586-Q588 SJW3-71501-Q586-Q586-Q588 SJW3-71501-Q586-Q586-Q586-Q586-Q586-Q586-Q586-Q586	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
1303   HDX-311X136A   6   92   47   25, 10   1555   6L-15-S   1304   HDX-311X36A   6   92   47   26, 00   1556   6L-15-E   1305   HDX-311X53A   6   92   47   25, 10   1557   8R-7-S   1306   HDX-311X36A   6   92   47   25, 10   1558   8R-7-E   1307   HDX-311X2C   6   92   47   25, 20   1559   8H-7-S   1308   HDX-311X7C   6   92   47   25, 20   1560   8H-7-E   1310   HDX-311X17FC   6   92   47   25, 20   1560   8H-7-E   1310   HDX-311X38C   6   92   47   25, 20   1562   8R-9-E   1311   HDX-311X38C   6   92   47   25, 20   1563   8H-9-E   1312   HDX-311X38C   6   92   47   25, 20   1563   8H-9-E   1313   HDX-311Z8DA   6   92   47   27, 15   1564   8H-9-E   1314   HDX-311X54C   6   92   47   26, 00   1565   8R-11-E   1315   HDX-311X77A   6   92   47   25, 20   1566   8R-11-E   1316   HDX-313X81C   6   117   54\frac{1}{2} 28, 80   1569   9R-7-S   1318   HDX-313X81C   6   117   54\frac{1}{2} 28, 80   1569   9R-7-S   1320   HDX-313X77C   6   117   54\frac{1}{2} 28, 80   1570   9R-7-E   1321   HDX-313X876   6   117   54\frac{1}{2} 28, 90   1571   9H-7-E   1321   HDX-313X876   6   117   54\frac{1}{2} 30, 00   1572   9H-7-E   1321   HDX-313X83   6   117   54\frac{1}{2} 30, 00   1572   9H-7-E   1322   HDX-313X80   6   117   54\frac{1}{2} 30, 00   1572   9H-7-E   1323   HDX-313X80   6   117   54\frac{1}{2} 30, 00   1575   9H-9-S   1323   HDX-313X80   6   117   54\frac{1}{2} 39, 20   1575   9H-9-S   1323   HDX-313X80   6   117   54\frac{1}{2} 39, 20   1575   9H-9-S   1323   HDX-313X80   6   117   54\frac{1}{2} 39, 20   1575   9H-9-S   1323   HDX-313X80   6   117   54\frac{1}{2} 39, 20   1575   9H-9-S   1323   HDX-313X80   6   117   54\frac{1}{2} 30, 00, 1575   9H-9-S   1323   HDX-313X80   6   117   54\frac{1}{2} 30, 00, 1575   9H-9-S   1323   HDX-313X80   6   117   54\frac{1}{2} 39, 20   1575   9H-9-S   1323   HDX-313X80   6   117   54\frac{1}{2} 30, 00, 1575   9H-9-S   1323   415	16 64 90 57.00 1674 HS-187N 18 16 80 105 65.00 1675 HS-245B 24 16 80 105 65.00 1676 HS-245N 24	90 68 00 00	0 90 38.05 Q584 6 III 54.50
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	16         80         105         65.00         1677         MS-613         Spec         6           16         80         105         65.00         1678         MS-617B         6           18         48         85         53.00         1679         IS-245B         24           18         48         85         53.00         1681         MS-245B         12           18         48         85         53.00         1681         MS-245B         24           18         64         105         61.00         1682         HS-1811N         18           18         64         105         61.00         1684         LS-623B         6           18         64         105         61.00         1684         HS-623N         6           18         64         105         61.00         1686         MS-611J         6		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$

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. 1	Including Excise Type and P	Tax	H oor	E B		No.	Excise Tax	- 1	E R		No.	Including Federal Excise Tax		ur R.		No.	Including Federal Excise Tax	188	es H	0.5	No.	Including Federal Excise Tax	田田	r Rate	
	July 1, 1 F. O. B. Clev	922	olts	5 Hour	Price	rial	Type and Part No.	Volts	Amperes 5 Hour	Price	Serial	Type and Part No.	olts	Amperes 5 Hour	Price	Serial	Type and Part No. July 1, 1922	olts	Amperes 5 Hour	Price	Serial 1	Type and Part No. July 1, 1922	Ita	5 Hour	eo
- 55			<u> </u>	4				>	4 "	_ P	Toronto.	F. O. B. Cleveland, O.	Vol	A	4		F. O. B. Cleveland, O	Λ	A.0	Ъ			Vol	20	Price
	053 SJW5-71721- Q133	200	6	132	43.60		SLW3-41503-Q582- Q583	6	79	24.00		SMR4-30601-Q581- Q584	6	84	31.85	2145	SMR26-30313-P17-27 No. 4-P14-28 No. 4					SSBR123½ 2400-P19 18 No. 4-P19-18	12	37	50.10
	054 SJR5-70703- Q584		6	132	52.70		SLR3-40503-Q585- Q588	6	79	28.95		SMW4-31601-Q581- Q584	6	84	27.35	-	P17-34 No. 4-P14- 36 No. 4	12	37	35 40	2189	SSBR123½-2291-P19 -21 No. 4-P19-9	12	1 1 1	50.10
	054 SJW5-71703 Q584	3/282	6	132	43.60		SLW3-41503-Q585- Q588	6	79	24.00		SMR4-30601-Q586- Q588	6	84	31.85	2145	SMW26-31313-P17- 27 No. 4-P14-28-			172	2190				
	055 SJR5-70703- Q133		6	132	52.70		SLŘ3-40503-Q581- Q584	6	79	28.95		SMW4-31601-Q586- Q588	6	84	27.35		No. 4-P17-34 No. 4 P14-36 No. 4	12	37	30 85	2191	19½ No. 4 SSBR125-2301-P13-	12	37	50.10
	055 SJW5-71703- Q133		6	132	43.60		SLW3-41503-Q581- Q584	6	79	24.00		SMR4-30601-Q133 Q133	6	84	31.85	2146	18 No. 4	12	52	A CONTRACTOR		18No. 4-P13-18 No. 4-P13-12 No. 4-P13	1 1 1 1	TANK.	
	056 SJR6-70801- Q212		6	153	59.00		SLR3-40503-Q586- Q588	6	79	28.95		9 SMW4-31601-Q133- Q133	6	84	27.35	2146	18 No. 4	12	52	50 65	2192	12 No. 4	12	52	61.00
	056 SJW6-71801 Q212	1	6	153	48.60		SLW3-41503-Q586- Q588	6	79	24.00		O SMR4-30623-Q213- Q212	6	84	31.85	2147	SMR27-30411-Q133- Q133	12	52	61 00	100	18 No. 4-P13-30	12	52	61.00
	057 SJR6-70801- Q133		6	153	59.00		SLR3-40503-Q630- Q631	6	79	28.95		O SMW4-31623-Q213 Q212	6	45-6	27.35	2147	SMW27-31411-Q133- Q133	12	52	TO SHEET	2150	18 No. 4-P13-27 No. 4	12	52	
	057 SJW6-71801 Q133		6	153	48.60		SLW3-41503-Q630- Q631	6	79	24.00		I SMR4-30623-Q582- Q584	6	84	31.85		SMR27-30431-Q77- Q80	12	52		2194	SSBR126-2298-P13- 11½ No. 4-P13-	12	32	
	058 SJR6-70821- Q133		6	153	59.00		SLR3-40503-Q213- Q212	6	79	28.95		1 SMW4-31623-Q582- Q584	6	84	27.35	2148	SMW27-31431-Q77- Q80	12	52	50 65	2105	211/2	12	67	70.90
	058 SJW6-71821 Q133		6	153	48.60		SLW3-41503-Q213- Q212	6	79	24.00		2 SMR4-30623-Q584- Q583	6	72 1		2149		12	67	70 90	A CONTRACTOR OF THE PARTY OF TH	Q583	12	84	80.75
	059 SJR6-70821- Q212		6	153	59.00	2	SLŘ3-40522-Q133- Q133	6	79	28.95		2 SMW4-31623-Q584- Q583	6	84	27.35	2149	SMW28-31513-Q77- Q80	12	67	58 15	V. 12.	9 No. 4-P12-9 SSBR1210-2401	12	101	91.70
	059 SJW6-71821 Q212		6	153	48.60		SLW3-41522-Q133- Q133	6	79	24.00		3 SMR4-30623-P12-9 No. 2-P12-534 No. 2	6	84	31.85	2150		12	67	70 90	420	Q581-Q583	12	101	91.70
2	060 SJR6-340-Q 061 SJR26-2625-	Q73-Q76	12	153 49	59.00		SLR3-40522-Q581- Q584	6	79	28.95		3 SMW4-31623-P12-9 No. 2-P12-53/No. 2		84		2150		12	67	58.15	2130	30 No. 4-P19-30 No. 4	18	27	72,75
20	061 SJW26-2623 062 SJR26-2625-	-Q73-Q76 Q118-	15	49			SLW3-41522-Q581- Q584	6	79	24.00		4 SMR4-30603-Q581- Q584	6		31.85	2151	SMR29-30615-Q582- Q583	12	84	80.75	2199	SSBR185-2306-P13- 12 No. 4-P13-30		14	
2	Q121 062 SJW26-2623-	-Q118-	12	49		2096	Q588	6	79	28.95	100	4 SMW4-31603-Q581- Q584	6	84	27.35	2151		12	84	65.65	2200	SSBR186-2308-P13- 12 No. 4-P13-30	18	7.1	90.45
2	Q121 063 SJR26-2625-	Q138-	12	49			SLW3-2314-Q585- Q588	6	79	24.00	2125	5 SMR4-30603-P12-13 No. 4-P12-8 No. 4	6	84	31.85	2152	SMR29-30613-Q581- Q584	12	84	80.75	2201	SSBR242-2294-P20- 18 No. 6-P20-18	18		103.95
2	Q138 063 SJW26-2623	-Q138-	12	49		2097	Q588	6	98	34.30	2125	SMW4-31603-P12-13 No. 4-P12-8 No. 4	6	January 1		2152	SMW29-31613-Q581 Q584	12	84	65.65	2202	STRN1-5422-Q152-	24	22	74.05
	Q138		12	49		2097	Q588	6	98	29.25	2126	SMR4-30606-Q581- Q584	6	72		2153	SMR30-30714-P12-18 No. 4		101	91.70	2203	Q154 STRN2-5424-Q187- Q133	6	40	37.55
2	064 SJR26-2625- 064 SJW26-2623	-Q73-Q76	12 12	49			SLR4-40601-Q133- Q133	6	98	17 SEC. 11 SEC. 12	2127	7 SMR5-30701-P12-18 No. 2	6	7.55	47.00	2153	SMW30-31714-P12- 18-No. 4	12	101	74.20	2204	STRN2-5424-Q213- Q212	6	80	47.70
2	065 SJR26-2625- 065 SJW26-2623	-Q73-Q75	12 12	49		2098	SLW4-41601-Q133- Q133	6	98	29.25	2127	7 SMW5-31701-P12-18 No. 2	6		38.10	2154			37	66.00	2205	STRN3-5426-Q187- Q133	6		47.70
2	066 SJR26-2625- Q74-Q75-0	276	12	49		2099	SLR4-40601-P12-15- No. 2-P12-15-No. 2	6	98	34.30	2128	SMR5-30701-Q582 Q584	6		47.00	2155			01		2206	STRN4-5428-Q187-	-		58.10
2	066 SJW26-2623 Q74-Q75-0	-Q73-	12	49		2099	SLW4-41601-P12-15-	6	98	29.25	2128	SMW5-31701-Q582- Q584	6		38.10		P17-18-No. 4 P17-	16	37	66.00	2207	Q133 STRN4-5428-Q213-		3.0	68.30
2	067 SJŘ26-2637- 2-Q76	2 Q73-	12	49		2100 2100	No. 2-P12-15-No. 2 SLR4-40601-Q78-Q80 SLW4-41601-Q78-	6	98	34.30	2129	SMR5-30701-P12- 15 <sup>3</sup> / <sub>4</sub> No. 0-P12-	1			2156	SMR37-30362-P14-		01	00.00	2208	Q212 SXR3-385Q133-Q133	6	79	68.30 34.70
2	067 SJW26-2652 2-Q76	-2-Q73-	12	49			Q80 SLR4-40601-Q582-	6	98	29.25	2129	18½ No. 0 SMW5-31701-P12-	6	101	47.00		No. 4-P17-534 No. 4-P14-534	16	37	66.00	2209 2210	SXR3-385-Q77-Q80 SXR3-2173-Q133-	6		34.70
2	068 SJR27-70411 Q133	I-Q133-	12	69	66.35	1	Q584 SLW4-41601-Q582-	6	98	34.30	1	15¾ No. 0-P12- 18½ No. 0	6	101	38.10	2157		16	52		2211	Q133 SXR26-395-Q73-Q76 SXR26-395-Q138-	12		34.70 47.00
2	068 SJW27-7141 Q133	1-Q133-	12	69	56.15		Q584 SLR4-40623-Q139-	6	98	29.25	2130	SMR5-30701-Q133 Q133	6	-	47.00	2158	SMR39-30562-P13-	10	02	01.20		Q138	12		47.00
2	069 SJŘ27-70431 Q133	I-Q133-	12	69			Q587 SLW4-41623-Q139-	6	98	34.30	2130	SMW5-31701-Q133	0	101			65½ No. 2-P13- 44½ No. 2 SMR76-30273-P15-18	16	67	94.35	$\frac{2213}{2214}$	SXR26-815-Q74-Q75 SXR77-2015-Q159-	12	28	47.00
2	069 SJW27-7143 Q133	1-Q133-	12	69			Q587 SLR5-40701-Q133-	6	98	29.25		Q133 SMR5-30721-Q131	6	101	38.10	2160	No. 6-P18-18 No. 6	24	22			SMR26-30315-2P17-	24 .		79.10
2	070 SJŘ27-70431 Q584	I-Q582-	12	69			Q133 SLW5-41701-Q133-	6	118	49.70		Q131 SMW5-31721-Q131	6	101	47.00	2161	No. 8-P18-18 No. 8 SMR82-30274-P15-15	24	22 22	74.05 87.90	2215	12 No. 4-P17-12 SMW26-31315-2P17-	12		35.40
2	070 SJW27-7143 Q584	1-Q582-	12	69			Q133 SLR5-40701-Q581-	6	118	40.75		Q131 SMR5-30721-Q581-	6	101	38.10	2162	PDSR4-18-2656-P19 26-4P19-32 No. 4		5	81.05	2216	12 No. 4-P17-12 SMR27-30411-Q581-	12	335	30.85
2	071 SJR27-70431 Q583	-Q581-	12				Q584 SLW5-41701-Q581-	6	118	49.70	-	Q584 SMW5-31721-Q581	6	101	47.00	2163	PDSR243-2657-P20- 11-No. 6P20-11 No.	18	44		2216	Q584 SMW27-31411-Q581-	12		61.00
2	071 SJW27-7143: Q583	1-Q581-	12				Q584 SLR5-40723-Q133-	6	118	40.75		Q584 SMR5-30702-Q582-	6	101	38.10		6-P20-7 No. 6-P20-		04	90 10	2217	Q584 SIW3 SJRR-3	12		50.65
2	072 SJR27-70415	5-Q77- 080	12	69			Q133 SLW5-41723-Q133-		-	49.70		Q584 SMW5-31702-Q582-	6	101	47.00	2164	SQR4-689-Q213- Q212	24	- 1	62.50	2217	SJRR-3			41.55
2	Q78-Q79-Q SJW27-7141: Q78-Q79-Q	5-Q77- 080	12	11800			Q133 SLR5-40723-Q139-		-	40.75		Q584 SMR7-30901-P12-18	6	101	38.10	2165	SQR4-689-Q93-94 SSBR66-2395-Q70-	6	152 152	62.50					
2	073 SJR27-70415 Q133	-Q133-	12	69			Q587 SLW5-41723-Q139-	6	118	49.70		No. 2 SMR7-30901-P12-18	6	134	57.25		Q71 SSBR66-2395-P13-	6	67	36.25					
20	073 SJW27-7141 Q133	5-Q133-	12	69			Q587 SLR26-40311-Q73-	6	118	40.75		No. 2 SMW7-31901-P12-18	6	134	57.25		18-No. 2-P13-18 SSBR66-2293-Q70-	6	67	36.25					
20	074 SJR27-70432 Q80	2-Q77-	12	69			Q76 SLW26-41311-Q73-	12	43	39.60		No. 2 SMW7-31901-P12-18-	6	134	46.10		Q71 SSBR68-2396-Q581-	6	67	36.25		A THE REAL PROPERTY.			
20	074 SJW27-71433 Q80	2-Q77-	12	69			Q76 SLR27-40411-Q133-	12	43	34.20		No. 2 SMR7-30901-Q582-	6	134	46.10		Q583 SSBR68-2396-P12-	. 6	84	41.55	2				
20	075 SJR28-70511 No. 4-P13-	-P13-18 -18 No. 4	12	90		-	Q133 SLW27-41411-Q133	12	61	63.70		Q584 SMW7-31901-Q582	6	134	57.25	2110	28½ No. 2-P12- 13½	6	04	41.55					
	075 SJW28-7151 No. 4-P13	1-P13-18 -18 No. 4	12	-	65.85		Q133	12	61	53.50	2137	Q584 SMR7-30901-Q581-	6	134	46.10		SSBR68-2396-P12- 18 No. 2-P12-18	6	-	41.55					
. 20	076 SJR28-70511	-Q585-	12	90	78.55		SLR28-40533-Q581- Q584	12	79	74.85	2137	Q584 SMW7-31901-Q581-	6	134	57.25	2172	SSBR68-2290-Q581- Q583	6		41.55	er l				
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	077 SJR28-70511 Q133		12	90	78.55	2110	SMR3-30501-P13-18 No. 2	6		26.50	2138	Q133 SMW7-31901-Q133-	6	134	57.25	2174	SSBR610-2397-P12- 28½ No. 2-P12-	0	04		0			1	
	077 SJW28-71511 Q133		12	90	65.85	2110	SMW3-31501-P13-18 No. 2	6	67			Q133 SMR7-30906-Q132-	6	134	46.10	2175	13½ SSBR610-2397-Q581-	6	101	47.00			18		
	078 SJR28-70511 Q212		12	90	78.55	2111	SMR3-30522-P13-18 No. 4	6	2000	-		Q132 SMW7-31906-Q132	6	134	59.00		Q583 SSBR610-2397-P12-	6	101	47.00					
20	078 SJW28-71511 Q212	I-Q213-	12	90	65.85	2111	SMR3-31522-P13-18 No. 4	6	67	29.85	2140	Q132 SMR9-2672-Q582-	6	134	47.85	2170	18 No. 2-P12-18	6	101	47.00	P -				
20	079 SJŘ78-70475 Q80	-Q78-	24		29.85	2112	SMR3-30522-Q133- Q133	6	67	26.50	2140	Q584 SMW9-2673-Q582-	6	168	68.00	2177	SSBR610-2398-Q581- Q583 (59)	c	101	47.00					
20	080 SKR75-2655- Q95	-Q95	24	69	68.90	2112	SMW3-31522-Q133 Q133	6	67			Q584 SMR9-2674-Q581-	6	168	54.25	2178		6	200	47.00					
20	081 SJŘT2-73401 Q507	I-Q505-	6		36.60	2113	SMR4-30601-Q582 Q584	6		31.85	2141	Q584 SMW9-2675-Q581-	6	168	68.00	2179	Q583 (58) SSBR612-2399-P12-	0		59.00					
20	082 SJRT3-73501 Q212	I-Q213-	6		42.85	2113	SMW4-31601-Q582- Q584	6	84	27 35	2141	Q584 SMR26-30313-P17-9	6	168	54.25	2180	18 No. 2-P12-18 SSBR612-2399-Q581-	6					Fi		
20	083 SJŘT4-73601 Q212	I-Q213-	6	00	49.10	2114	SMR4-30601-P12-18- No. 2	6	255	TORK SHILL		No. 4-P17-14-No. 4 SMW26-31313-P17-9	12	37	35.40	2181	Q583 SSBR612-2399-P12-	6	134	59.00					
20	084 SJRT5-73701 Q212	I-Q213-		***	55.40	2114	SMW4-31601-P12-18-	0	84			No. 4-P17-14-No. 4	12	37	30.85	0100	25½ No. 2-P12- 13½	6	134	59.00					+)
20	085 SJRT7-73901 Q212	I-Q213-		102	67.80	2115	No. 2 SMR4-30601-Q581-	0	84	31 95	2143	SMR26-30313-Q73- Q76 SMW26-31313-Q73-	12	37	35.40		SSBR612-2309-Q581- Q583	6	134	59.00					
20	086 SLR3-40503-	Q133-	6		28.95	2115	Q583 SMW4-31601-Q581-	6				Q76	12	37	30.85		SSBR612-2280-Q581- Q583	6	134	59.00					
20	Q133 SLW3-41503-	-Q133-	6			2116	Q584 SMR4-30601-Q93-	6				SMR26-30313-P14-18 No. 4-P17-18 No. 4	12	37	35.40	2185	SSBR810-2304-Q112- Q112-Bracket Q146		1		1 2	HITTH Y'			
20	Q133 SIR3-40503-0	Q582-	6		28.95	2116	Q94 SMW4-31601-Q93	0		27.35	2144	SMW26-31313-P14- 18 No. 4-P17-18-	10	0.5	20.0-	2186	Q147 SSBR123½-2400-		-	64.30					
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3764 (\$15BHN 4074 6\\ 6\\ 32 \\ 78 \\ 43 \\ .25 \\ 4044 \\ 125 \\ TSO \\ 24 \\ 45 \\ 101 \\ \\\ 4151 \\ H99 \\ G312 \\ 18 \\ 78 \\ 43 \\ 25 \\ 4044 \\ 125 \\ TSO \\ 24 \\ 45 \\ 101 \\ \\\ 4151 \\ H99 \\ G312 \\ 18 \\ 70 \\ 102 \\ 64 \\ .00 \\ 4550 \\ 6C \\ 1385 \\ 1000004 \\ 6\\ 93 \\ 35 \\ .60 \\ 4751 \\ 6811 \\ 3767 \\ 615BHN \\ 4081 \\ 6132 \\ 78 \\ 43 \\ .25 \\ 4044 \\ 8125 \\ TSO \\ 24 \\ 45 \\ 101 \\ \\\ 4153 \\ H125 \\ HS \\ 24 \\ 45 \\ 101 \\ \\\ 4153 \\ H125 \\ HS \\ 24 \\ 35 \\ 80 \\ 53 \\ .00 \\ 4553 \\ 6C \\ 137\\ 45 \\ 101 \\ 6132 \\ 78 \\ 43 \\ .25 \\ 4044 \\ 8129 \\ TS \\ 24 \\ 85 \\ 166 \\ 90 \\ 001 \\ 4155 \\ 155 \\ 133 \\ 80 \\ 155 \\ 35 \\ 30 \\ 4553 \\ 6C \\ 1385 \\ 100016 \\ 6\\ 93 \\ 35 \\ 60 \\ 4751 \\ 6813 \\ 3768 \\ 141 \\ 21 \\ 31 \\	6 65 45 6 65 45 6 80 52 29.40
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3749 [36WHN] 3210 [0.5, b] 50, 50, 00, 023 [317 AB] 61, 00, 00, 00, 00, 00, 00, 00, 00, 00, 0	6 80 48 22 00 6 80 48 22 00 6 80 48 22 00 6 80 43 22 00

Serial No.	MARKO BATTERY Excise Tax not included July 15th 1922 Type	Volts Amperes Hrs. at 5 Hour Rate Not Wort The		MARKO BATTERY Excise Tax not included July 15th 1922 Type	Volts Amperes Hrs. at 5 Hour Rate	No.	CINCINNATI BATTERY Tax Included January 1, 1922 Type and Form	Volts Amperes Hrs. at 5 Hour Rate Net Wgt., Lbs.	Price	HEISSLER BATTERY Federal Tax Included Dec. 10th, 1921 Type & Assembl	Volts   Ampere Hrs.	Price	HEISSLER BATTERY Federal Tax Included Dec. 10th, 1921 Type & Assembly	V A W T
4776 4777 4778 4779 4780 4781 4782 4783 4784 4785 4786 4787 4788 4789 4789	6SH13-3 6SH13-4 6SH13-5 6SH15-3 6SHC11 6SHC11-3 6SHC13-2 6SHC13-2 6SHC13-3 6SHC15-3	6 100 5 6 100 5	5 27.00 5 27.00 5 27.00 5 27.00 5 27.00 5 27.00 6 27.00 9 2	1890   3085-4X   1891   68L-15   1892   68H-17   1893   68X   1894   1285   128H5   128H1   1896   128H11   1896   128H11   1896   1896   189H11   1896   1896   1896   189H11   1896	6 150 12 20 5 12 30 5 12 80 9 12 100 11	5	6-C-13-20 6-C-13-22 6-C-13-23 6-C-13-31 6-C-13-40 6-C-15-4 6-C-15-20 6-C-15-25 6-C-15-27	6 105.5 59 6 105.5 59 6 103.1 63 6 13.1 63 6 13.1 63 6 13.1 63 6 13.1 63	35.00 5 35.00 5 38.00 5 38.00 5 38.00 5 38.00 5	218 AS-37-119 219 AS-37-130 220 AS-37-135 221 AS-39-101 222 AS-39-114 222 AS-39-114 223 AS-63-142 225 AS-63-148 226 AS-64-102 227 AS-64-137 228 AS-64-142 229 AS-65-142 229 AS-65-142 2320 AS-66-142 2320 AS-66-142 2321 AS-66-152 2321 AS-66-152 2321 AS-66-152	6 100 6 100 6 130 6 130 12 35 12 35 12 50 12 50 12 50 12 50 12 50 12 50 12 12 85 12 100 12 100	33.44 53 33.44 53 41.40 53 40.68 53 40.68 53 47.84 53 47.84 53 54.53 53 61.07 53 64.35 53	32 GE-37-103 33 GE-37-109 34 GE-39-P102 35 GE-39-P103 36 GB 39-P103 37 GE-39-109 38 GE-39-110 39 GE-63-161 40 GE-63-163 41 GE-64-162 42 GE-66-153 43 GE-67-146 44 GE-67-147 445 GE-93-168	6 100 33.44 6 100 33.44 6 130 41.40 6 130 41.40 6 130 41.40 6 130 41.40 6 130 41.40 12 35 40.68 12 35 40.68 12 35 40.68 12 35 40.68 12 35 561.07 12 100 64.35 18 35 67.50 18 35 67.50 18 35 67.50 18 35 67.50 18 35 70.85.50 24 20 74.75 24 20 74.75 24 20 78.89
4791 4792 4793 4794 4795 4796 4797 4798 4800 4800 4800 4803 4804	68HL17 6H9 6H11 6H11-2 6H13-3 6H13-2 6H13-3 6H13-3 6H15-3 6H15-3 6H15-3 6H15-3	6 135 6 70 4 6 90 5 6 90 5 6 110 5 6 110 5 6 110 5 6 130 6 130	9 40.00 13 10 28.00 10 28.00 10 28.00 10 28.00 10 28.00 10 28.00 10 28.00 10 33.00 10 33.00 10 33.00 10 33.00 10 38.00 10 38.0	CINCINNATI BATTERY  Tax Included January 1, 1922 Type and Form  6-A-7-69 1951 6-A-9 1952 6-A-11 1953 6-A-11-1 1954 6-A-11-2 1955 6-A-11-4	Amperes H 5 Hour I	5055 5056 5057 5057 5059 5060 5060 5060 5060 5060 5060 5060	6-C-19-4 6-C-19-20 6-C-19-30 6-C-19-31 6-C-19-40 6-C-19-41 12-A-7-26 12-A-7-55 12-A-7-57 12-A-7-57 12-A-7-60 12-A-7-68	6 157.5 70 6 180 76 6 180 76 6 180 76 6 180 76 6 180 76 6 180 76 6 12 42 68 12 43 68 12 63.5 83	44.50 5 44.50 5 44.50 5 44.50 6 44.50 6 40.00 5 40.00 5 40.00 5 40.00 5 40.00 5	3233 AS-83-165 2324 AS-83-166 2235 AS-84-165 2236 AS-84-165 2237 AS-122-176 2238 AS-152-180 2239 AS-152-180 2340 ASM-36-113 2341 ASM-63-142 2342 ASM-63-145 2342 ASM-63-164 2344 ASP-39-117 2345 BE-35-101 2346 BE-35-103 2347 BE-35-110 2348 BE-35-111	16 35	60.75 53 68.85 53 74.75 53 53 29.52 53 39.69 53 39.69 53 39.69 53 44.37 53 29.52 53 29.52 53 29.52 53	148 GE-95-170 149 GE-122-174 150 GE-123-178 151 GS-35-101 152 GS-35-119 153 GS-36-101 154 GS-36-129 155 GS-37-101 156 GS-37-118 156 GS-37-118 157 GS-39-101 158 GS-39-131 158 GS-39-131 158 GS-38-137 159 GS-63-142 150 GS-63-142	6 70 20.09 6 85 29.52 6 85 29.52 6 100 33.44 6 130 41.40 6 130 41.40 6 130 40.68 12 35 40.68 12 35 47.84
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45	16811-4X 1887-4X 1887-4X 18811-4X 1841-4X 1842-48 1851-4X 1845-4X 185-4X 185-4X 185-4X 185-4X 185-4X 185-4X 185-4X 185-4X 185-4X 1	16 65 18 35 18 65 18 45 24 20 24 20 24 20 24 35	11021 58 1	0 5032 6-A-19-54 0 5033 6-C-7 0 5034 6-C-9 0 5035 6-C-11-4 5036 6-C-11-8 5037 6-C-11-18 0 5038 6-C-11-20 0 5039 6-C-11-40	6 42 6 63.5 6 86 6 86 6 86 6 86	34	AS-36-P101 AS-36-114 AS-36-114 AS-36-129 AS-36-135 AS-37-101 AS-37-P101 AS-37-P101 AS-37-P101	6 85 . 6 85 . 6 85 . 6 100 . 6 100 .	29.5 29.5 29.5 29.5 33.4 33.4	245325 ES-36-101 2 5326 ES-37-101 2 5327 ES-37-102 2 5328 ES-37-114 4 5329 ES-37-P104 4 5330 GE-36-109 4 5331 GE-36-110	6 145 6 145 6 145 6 145	42.30 46.80 46.80 46.80 46.80 29.52 29.52	5550   A-611-A-34 5551   A-611-A-35 5552   A-611-A-42 5553   A-611-A-48 5555   A-611-A-51 5556   A-611-A-58 5557   A-611-A-58 5558   A-611-A-63 5560   A-611-A-63 5560   A-611-A-63	6

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No.	BEAR-CAT BATTERY Federal Excise Tax Not Include	Volts Ampere Hrs. at 5 Hrs. Rate Weight Price	BF R-CAT BA1TERY Federal Excise Tax Not Included	s Hrs.	No.	COLE BATTERY January 15, 1922	Hrs.		UTILITY BATTERY  January 1, 1921		RAY BATTER! All Prices F.O.B Ypsilantia Mich	. 22	
Serial	July 1st 1922 Type and Form 2 A-611-A-96	Ampere at 5 Hr. Weight Price	Type and Form	E He	Price Serial		Volts Ampere E	Weight Price	January 1, 1921  Battery No. Type	Volts Price	5% War Tax Dec., 1921 Type & Par. No.	Volts Amperes Weight	Price
5564 5566 5567 5568 5569 5573 5574 5575 5576 5576 5577 5578 5578 5581 5582 5583 5584 5585 5586 5580 5581 5582 5583 5584 5586 5580 5581 5582 5583 5586 5580 5591 5590	\[ \frac{1}{3} \cdot \frac{1}{4} \cdot \frac{1}{5} \cdot \frac{1}{4} \cdot \frac{1}{5} \cdot \frac{1}{6} \cdot \frac{1}{	6 30.00 6 30.00 6 30.00 6 31.50 6 40.00 6 40.00 6 40.00 6 40.00 6 40.00 6 41.50 6 31.5	05676   A-121-A-9 05678   A-1211-A-32 05678   A-1211-A-32 05678   A-1211-D-14 05689   A-1211-D-12 05681   C-127-A-33 05682   C-127-D-91 05683   C-129-AD 05683   C-129-AD 05683   C-129-AD 05683   C-129-AD 05685   C-129-AD 05686   C-1211-A 05686   C-1211-A 05686   C-1211-A 05689   C-1215-D-74 05699   B-167-A-75 05691   B-167-A-75 05692   B-169-A-75 05694   C-189-D-100 05695   C-187-D-76 05696   C-181-D-77 05697   B-247-A-18 05696   C-181-D-77 05697   B-247-A-18 05698   C-247-A-102 05696   C-181-D-77 05697   B-247-A-18 05698   C-247-A-18 05698   C-247-A-18 05698   C-247-A-19 05700   A-249-A	12	3. 50   88 / 10   10   10   10   10   10   10   10	## A	24 stloy 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	23.80   23.80   27.40   27.40   27.40   27.40   28.60   32.86   33.00   33.00   33.00   33.00   33.00   33.00   33.00   33.00   33.00   33.00   33.00   33.00   33.00   33.00   33.00   33.00   33.680   36.80	RF-611-518   6   90   RF-611-519   6   90   RF-611-520   6   90   RF-611-521   6   90   RF-611-522   6   90	6   57.00   6   62.00   6   67.00   6   67.00   6   67.00   6   67.00   6   67.00   6   67.00   6   67.00   6   67.00   6   67.00   6   67.00   6   67.00   6   67.00   6   67.00   6   67.00   6   57.00   6   62.00   6   57.00   6   62.00   6   57.00   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   12   56.50   13   56.50   14   56.50   15   56.50   16   67.00   17   76.00   18   85.00   19   56.50   10   10   10   10   10   10   10   10	1370 RF 613 628 1371 RF 613 629 1372 RF 613 630 1373 RF 613 630 1373 RF 613 631 1374 RF 613 632 1375 RF 613 633 1376 RF 613 633 1377 RF 613 633 1377 RF 613 635 1377 RF 613 655 1378 RF 613 655 1379 RL 613 651 1328 RL 613 651 1328 RL 613 652 1328 RL 613 655 1328 RL 613 655 1328 RL 613 656 1329 RL 613 656 1329 RL 613 656 1329 RL 613 661 1329 RL 613 663	\$ 165   165	29, 00 33

## New Engine Feature in Latest Franklin

The first showing of the latest six-cylinder Franklin, designated as Series 10, which is being made in all parts of the country, discloses the new engine about which many rumors have been current in

automobile circles for some time.

From a performance standpoint, power is the feature which shows the most noteworthy development in the new Franklin. In hill climbing, this greater power represents a 20 per cent. increase in ability and in speed, a 10 per cent. increase, tests made by the company show, without, however, involving any change in the size of the engine but registering in fact, a worth-

while reduction in fuel consumption.

From a design standpoint, Series 10 Franklin introduces some entirely new ideas in air-cooling which are the embodiment of work started by Franklin engineers as far back as 1915, it is stated. The cooling apparatus functioning on the new engine and called the pressure system, is said to have undergone tests on over a score of cars, and aggregating 500,000 miles, before its adoption. It develops a current of cooling air which is fully two and one half-times as

great as that of the former Franklin system.

The new cooling system takes the air in at the front of the engine and forces it over the cylinders. This is the direct opposite from the method formerly employed in which the air was drawn in by a fan set in the flywheel at the rear of the motor. A blower or fan of the Sirocco type is mounted at the forward end of the crankshaft and encased in an aluminum housing. The air forced in by the blower passes through a continuation of this aluminum housing, is carried over the upper ends of the cylinder jackets and down across the cooling fins which are set in the walls of the cylinders.

A change has been made in the cooling fins, the ends being bent at approximate right angles so that they form what practically amounts to a closed jacket about the cylinders through which the air is conducted. This does away with the use of the separate outer jacket as used in former models, affords greater cooling area and permits a reduction in the length

of the fins themselves.

With the new pressure system of cooling, the air forced in by the blower is absolutely controlled by baffle plates placed in the aluminum passageway already referred to, and this makes it possible to direct the necessary amount of air to those points where the greatest amount of heat is developed.

To make possible the most efficient use of the steadily lowering quality of gasoline now offered the motoring public, the new Franklin engine is equipped with what Franklin engineers term a fuel transformer. This device is in the shape of a cylindrical aluminum casting with corrugated walls surrounded by a heater jacket through which the exhaust gas of the engine is passed. Raw gasoline on its way to the inlet manifold is led through the interior of this transformer and subjected to heat which turns it into vapor. The device is so designed that it is impossible for anything except vapor to pass through it to the inlet manifold. "Heavy ends" in the gas which were not broken up or vaporized in their first passage through the transformer are trapped and returned to the bottom of the transformer, to be subjected once more to passage over the heated corrugated walls. This operation is repeated as many times as is necessary to produce the vapor. The deivce affords the Franklin a high degree of efficiency in the use of the

lowest grades of gasoline, in addition to preventing raw gasoline from being drawn into the cylinders and passing from there into the crank case to cause

dilution of the lubricating oil.

Certain factors contributing to smoothness and quietness of operation have been perfected, among which the use of Duralamin for connecting rods is an innovation. This new material, by cutting off 50 per cent. of the weight of corresponding steel parts, makes possible a considerable lightening of reciprocating parts, succeeding thereby in reducing

The double flywheel effect contributing further to the conteracting of vibration, results from the mounting of the Sirocco fan at the front end and the flywheel at the rear end of the crankshaft. The crankshaft itself, case-hardened by a process perfected last year by the Franklin Company, is made considerably shorter and of larger diameter than hereto-

fore; it is also mounted on seven bearings.

The introduction of the unit power plant in the latest Franklin, by maintaining perfect alignment between engine, clutch, and transmission, prevents strains and consequent irregularities, the result being apparent in even engine performance and quiet operation of the transmission gears. The standard S. A. E. shift has also been employed in the gear box and an adjustment has been put on the cluth pedal. By means of a Yale lock on the transmission, it is now possible to lock open cars either in neutral or in reverse position. Door locks are used to secure the enclosed cars.

Quiet operation of the two-unit lighting and starting system, North East equipment, is coupled also with quiet starter engagement secured by the Bendix drive operating on a steel gear on the flywheel. In the past Franklin has employed a single unit electrical system.

A novel arrangement introduced in the latest Franklin is an air cleaner by which dust is removed from all the air that enters the carburetor. This device is of a self-acting centrifugal type employing the same principle as a cream separator. Air is drawn in through the top and a whirling action of the vanes inside, set up by suction, throws all dirt

particles out through a separate passage.

Cold weather starting, according to Franklin experiments, can be readily effected with the new engine at tempreatures as low as low as twenty degrees below zero. For this purpose Franklin employs the same type of electric vaporizer as heretofore, but with several refinements. The control of carburetor adjustments has been greatly simplified, as pressure of a magnetic button operates both the choke and vaporizer, and a T-handle regulates the

Chasis lubrication of the latest Franklin is by the Bowen-Empress system by means of which either oil or grease as required is forced into the connection under high pressure. There are only five grease connections on the entire car, including universal joints, and oil used for lubricating purposes as other points. Manipulation of the plunger in the oil gun builds up the desired amount of pressure and when the nipple of the gun is attached to the point to be oiled, the pressure is automatically released, resulting in flow of lubricant which flushes all old oil or grease and grit out of the bearings and replacing it with a fresh clean supply.

Improvements have been made which have in-

creased the effectiveness of the service brake 22 per cent. and that of the emergency brake 18 per cent.

Demountable rims which answer the company's requirements for light unsprung weight, have been made standard equipment on Series 10 in the form of the Rubsam wheel with the hollow steel felloe. This installation, according to Franklin engineers, leaves easy riding qualities unaffected. It is also claimed that the demountable rim feature is the

most convenient yet devised.

From the standpoint of night driving, the Mirro-Tilt lights on the Franklin are interesting. sure on a button on the toe-board makes it possible for the rays to be projected a considerable distance ahead of normal position, so that the roadway is given ample illumination, especially under conditions of fast travel. Upon approach of a car from the opposite direction, release of the button restores the rays to normal.

An item of convenience is the gearing of the tire pump to an idler in the transmission, engagement of which can be made by turning the shifter shaft by means of a screw driver. The tube is constantly attached to the pump and is coiled under the left

front seat.

Riding qualities come in for improvement through the attachment of stabilators as recommended equipment. It is claimed for the device that recoil action and sidesway of the springs is controlled, while their soft action is preserved. Suppleness of the springs themselves is obtained through employment of the full-elliptic type as heretofore.

The latest Franklin is furnished in eight body types: touring, runabout, demi-sedan, demi-coupe, sedan, brougham, coupe and touring-limousine.

#### Earl Announces New Closed Model

A new closed car, to be known as the Earl cabriole, is now offered by Earl Motors, Inc., Jackson, Mich. While this new car is patterned after the brougham, and retains practically all of its refinements and comforts, its cost, owing to quantity production and careful planning, is materially reduced. The cabriole will list at \$1,395, f. o. b. Jackson.

The cabriole is essentially an all-weather car. In summer the plate glass rear quarter windows can be lowered, and the door windows manipulated instantly. The windshield is of the standard Earl one-piece construction, and swings either in or out, thereby affording ample ventilation. The especially designed rain and sun visor, which is standard equipment, gives the much-needed protection from rain and sun.

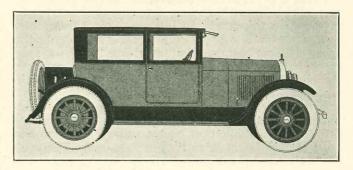
The upholstery is of genuine Spanish leather, in a rich grey tone, and the interior finish is of the same material. Other standard equipment includes dome light, winshield wiper, and complete set of tools.

The top and sides of the rear tonneau are covered with black duratex fabric, which is weather-proof, easily cleaned and very smart appearing in contrast with the painted body panels. The body color is a with the painted body panels. The body color is a special Earl blue, which gives the cabriole an air of distinction. The fenders and chassis are glossy black enameled.

At the rear is a platform for a trunk, protected with maple slats in natural finish. The rear body panel is also protected by nickeled slat irons; and at slight extra cost, a trunk is furnished. The Earl trunk contains two large suitcases and a hat box-a great convenience for weekend trips. Besides the trunk, special equipment includes Boyce motometer, and front bumper, these three items being furnished at a net cost of \$50.

Riding comfort, of course, is one of the first considerations in a car of this type, and is provided for by ample body dimensions and a low center of gravity. The extra long 56-inch rear springs, too, and the rigid frame, with 7-inch side channels, and five cross members, form a foundation for the comfort of the deep seat cushions with their high grade spiral springs.

The car is one inch less than fourteen feet in length overall; and, while the height is only 6 feet 2 inches,



EARL CABRIOLE

the head room inside is ample, being 37 inches from seat cushion to top lining. There is also ample leg room in the front tonneau, 53 inches being the inside

length.

For convenience in entering, the front seats tilt forward, and the backs fold down. This arrangement with the front seats facing forward gives a roominess that is not possible in the average four-passenger coupe with the driver's seat set forward and the small swinging seat at the right, facing the rear. The front seats, themselves, are 18 inches wide, 18 inches deep and 12 inches from the floor, with a comfortable 3-inch pitch. The rear seat, which is 45½ inches wide, will seat three persons without crowding. This cushion is 18 inches deep, 14 inches from the floor, with a pitch of 4 inches.

#### Special Six Phaeton New Columbia Model

A new Columbia model, known as the special six phaeton, to retail at \$1,095, f. o. b. Detroit, has been added to the Columbia line. This body is mounted on the standard Continental 115 in. wheel-base chassis incorporating the Continental 6-Y engine, Timken axle, Durston transmission gearset with Timken bearings, Stromberg carburetor, Borg & Beck clutch, Gemmer steering gear, Spicer universal and Auto-Lite electrical equipment.

Among the features of the special six are nickelplated Harrison radiator with thermostatically controlled shutters, cowl ventilator, barrel head lamp as well as cowl lamps for parking, heavy weight crown fenders and cord tires. The body is of generous pro-portions, the rear seat being 46 in. wide and the upholstery is of real leather over deep coiled springs.

## Tommy Milton Wins at Kansas City; Roscoe Sarles

Tommy Milton, champion driver of the American Automobile Association and winner of the 1921 Indianapolis speed classis, driving an eight-cylinder Leach special, won the 300-mile automobile race held at Kansas City's new \$500,000 speedway Sunday, September 17.

Roscoe Sarles, relief driver for Cliff Durant, was burned to death when his car caught fire after smashing through the railing of the track. The car hurdled 40 feet and smashed to the ground. His mechanician,

C. V. Pickup, was injured dangerously.

## Association Items CALENDAR

Pomona, Cal.—Automobile and Automotive Accessory Show, auspices of the Citrus Belt Auto Trade Assn., Los Angeles County Fair Grounds, at Pomona; James E. Granger, manager; Oct. 17-21.

CHICAGO, ILL.—Convention, National Farm Equipment Manufacturers; Oct. 18-20.

Washington, D. C.—Annual Closed Car Salon, auspices of the Washington Automotive Trade, Convention Hall; Oct. 21-28.

CLEVELAND, OHIO—Society of Automotive Engineers, meeting of Springs Division, Standards Committee; Oct. 24.

CLEVELAND, OHIO—Society of Automotive Engineers, joint meeting of Chain Division, Standards Committee, with Power Transmission Chain Committee of American Society of Mechanical Engineers; Oct. 25.

NEW YORK, N. Y.—Society of Automotive Engineers, meeting of Iron and Steel Division, Standards Committee; Oct. 26.

Washington, D. C.—Second National Conference for the Study of Highway Engineering and Highway Transport Education; Oct. 26-28.

Detroit, Mich.—Society of Automotive Engineers, meeting of Parts and Fittings Division, Standards Committee; Oct. 30.

DOTHAN, ALA.—Automobile Show, to be held in connection with the South East Alabama Fair, auspices of the Dothan Automobile Dealers' Assn., Fair Grounds Automobile building; Fay Waldin, manager; Oct. 30-Nov. 4.

Detroit, Mich.—Society of Automotive Engineers, meeting of Transmission Division, Standards Committee; Oct. 31.

Detroit, Mich.—Society of Automotive Engineers. meeting of Passenger Car Division, Standards Committee; Nov. 1.

Detroit, Mich.—Society of Automotive Engineers, meeting of Passenger Car Body Division, Standards Committee; Nov. 2.

Detroit, Mich.—Society of Automotive Engineers, meeting of Electric Vehicle Division, Standards Committee; Nov. 3.

London, England—Olympia Automobile Show; Nov. 3-11.

CHICAGO, ILL.—Society of Automotive Engineers, meeting of Engine Division, Standards Committee; Nov. 6.

CHICAGO, ILL.—Society of Automotive Engineers, joint meeting of Agricultural power and Stationary Engine Division, Standards Committee; Nov. 7.

Houston, Tex.—South Texas Fair; Nov. 8-18.

Jersey City, N. J.—Third Annual Show, auspices of the Hudson County Automobile Trade Assn., Fourth Regiment armory; Nov. 11-18.

Los Angeles, Cal. — Automotive and Accessories Show, auspices of the Motor Car Dealers' Assn. of Los Angeles, Praeger Park, Washington and Grand avenues; Burt Roberts, manager; Nov. 11-19.

CHICAGO, ILL.—Annual Meeting and Show of the Automotive Equipment Assn., Annex to the Coliseum; Nov. 13-18.

CINCINNATI, OHIO—Second Annual Automobile Accessory and Radio Exposition, auspices of the National Automobile Chamber of Commerce; Nov. 22-29

PASADENA, CAL.—Automobile Show, auspices of the

Motor Car Dealers' Assn., E. C. Lindley, secretary; December.

NEW YORK, N. Y.—Eighteenth Annual Automobile Salon, Commodore Hotel; Dec. 3-9.

Toledo, Ohio—Annual Convention of the Ohio Automotive Trades Assn.; Dec. 6-8.

Philadelphia, Pa.—Passenger Car Show, auspices of the Philadelphia Automobile Trade Assn., Commercial Museum, Louis C. Block, manager; January.

NEW YORK, N. Y.—National Automobile Show, auspices of the National Automobile Chamber of Commerce, Grand Central Palace; Jan. 6-13.

New York, N. Y.—Second National Automobile Body Builders' Show, auspices of the Automobile Body Builders' Assn., 12th Regiment Armory; Jan. 8-13. CLEVELAND, OHIO—Annual Winter Show, auspices of

CLEVELAND, OHIO—Annual Winter Show, auspices of the Cleveland Automobile Manufacturers' and Dealers' Assn.; Jan. 20-27.

CHICAGO, ILL.—National Automobile Show, auspices of the National Automobile Chamber of Commerce, Coliesum; Jan. 27-Feb. 3.

CHICAGO, ILL.—Annual Automobile Salon, auspices of the National Automobile Chamber of Commerce, Drake Hotel; Jan. 27-Feb. 3.

Hartford, Conn.—Automobile Show, auspices of the Hartford Automobile Dealers' Assn., State Armory, Arthur Fifott, manager; February.

MINNEAPOLIS, MINN.—Annual Automobile Show, auspices of the Minneapolis Automobile Trade Assn., W. R. Wilmot, manager; Feb. 3-10.

NEW YORK, N. Y.—Annual Automobile Show, auspices of the Brooklyn Motor Vehicle Dealers' Assn., 23rd Regiment armory; Feb. 24-Mar. 3.

Syracuse, N. Y.—Annual Automobile Show, auspices of the Syracuse Automobile Dealers' Assn.; Feb. 26-Mar. 3.

NEWARK, N. J.—Annual Automobile Show, auspices of the Newark Auto Trade Assn., Claude E. Holgate, manager; Mar. 10-17.

Boston, Mass.—Passenger Car, Truck and Accessory Show, auspices of the Boston Automobile Dealers' Assn., Mechanics Building, Chester I. Campbell, manager; Mar. 10-17.

#### Los Angeles to Hold Show

The Motor Car Dealers' Association of Los Angeles will hold a show November 11 to 19. This will be the first show in this city for two years. Announcement of the location has not been made, owing to the difficulty in obtaining a building of sufficient size. The new Shrine Temple may be sufficiently near completion by that time to accommodate the show. Otherwise it is probable tents will have to be used.

#### New York Association Moves

The rooms and offices of the Automobile Merchants' Association, New York City, have been moved from 1845 Broadway to the Hotel Embassy, 2030 Broadway, at Seventieth Street.

#### Olds Will Build Four-Cylinder Brougham

A new addition to the 1923 Oldsmobile line was revealed recently when the Olds Motor Works announced that production had been started on a brougham for its four-cylinder chassis. The new car, which will be one of the leading lines of this factory for the next year, will sell at \$1,425.

Mack Trucks, Inc., has opened a factory branch at Toledo, which will be in charge of J. C. Smith, formerly manager of the St. Louis branch.

## Brake Lining Sizes for Cars and Trucks From 1915 to 1921

NOTICE.—In column "No. of Pieces" where one number only is given it means that there are that number of pieces in each brake—where two figures are given it means that the first number applies to the Internal and the second to the External.

3 3			BRAKE	LINING			BRAKE	LINING			BRAKE I	INING			BRAKE LINING
		br 1 =	Internal	External			Internal	External			Internal	External			Internal External
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	Year	Model	Width Thickness Length	Width Thickness Length	CAR CAR	Year	Width Thickness Length	Width Thickness Length	No. of	Year Model	Width Thickness Length	Width Thicknes Length	CAR CAR	Year	Width Thickness Length Width Thickness Length
Abbott- Detroit.	1916 1916 1917	6-44	21/4   3/6   50 13/4   3/6   36 13/4   3/6   36	21/4 3/6 54 2 3/6 36 2 3/6 36	Autocar	1916 UB 1917 XXI-F 1919 XXI-F	$\begin{array}{c} 2 \\ 2 \frac{1}{2} \frac{1}{3} \frac{4}{3} & 14 \\ 2 \frac{1}{2} \frac{7}{32} & 52 \\ 2 \frac{1}{2} \frac{7}{32} & 52 \\ 2 \frac{1}{2} \frac{7}{32} & 13 \\ 2 \frac{3}{4} & \frac{1}{4} & 25 \frac{1}{2} \end{array}$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Cadillac.	1918 Type 57 1919 Type 57 1920	$\begin{bmatrix} 2\frac{1}{2} & \frac{3}{6} & 51\\ 2\frac{1}{2} & \frac{3}{6} & 51\\ 2\frac{1}{2} & \frac{3}{6} & 50 \end{bmatrix}$	2½ ¾654 2½ ¾654 2½ ¾654 2½ ¾654 1 %636 ¾6	2 Commerce 2 Common-	1917 E 1918 E 1919	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
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	1915 1916 1916 1917 1918 1919	34 35 37 37	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		Beck	1918 A 1918 B 1918 C 1919 A	134 1/8 28 1/8 28	2 /8 28	Cartercar Case	M-3½ 1915 7 1915 9 1915 14	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	13/6   2 371/4	Crawford	1915 6-35 1916 6-35 1917 6-17-40 1918 18-6-40	2 36 41 2 36 41
Alter	1918 1919 1921 1915 1916	4-27	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 4 & 2 & \frac{3}{32} & 34\frac{3}{4} \\ 1\frac{3}{4} & \frac{5}{32} & 38\frac{3}{8} \\ 1\frac{3}{4} & \frac{5}{32} & 38\frac{3}{8} \\ 6 & 1\frac{5}{8} & \frac{3}{32} & 28\frac{7}{4} \\ 1\frac{5}{15} & \frac{3}{12} & \frac{3}{12} & \frac{3}{12} \\ \end{array}$	2 2 Beggs	1919 B 1919 C 1918	$\begin{bmatrix} 2 & \frac{3}{3} & 24 \\ 2 & \frac{3}{3} & 24 \\ 134 & \frac{3}{3} & 33 \\ 2 & \frac{3}{4} & 40 \end{bmatrix}$	2 32 24 2 32 24 2 32 24 2 34 35 4 2 34 42 2 34 43	4 4 2 2 2 2 2 2 2	1914 R 1915 R 1916 T 1917 T-17 1918 U	13/8 3/2 405/8 13/8 3/2 405/8 13/8 3/2 355/4 15/8 3/2 401/8 2 42 13/4 3/2 40	31/4 32/37/4 2 2/6 442/6 17/8 52/3 37/4 17/8 52/2 407/8 17/8 52/2 407/8 2 52/2 444	2 2 Crow Elkhart	1919 1921 21-6-40 1915 1916 CE-30	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
Amer.Six.	1916 1917	A-Ser 1 A-Ser 1 B-30	2 3/16 42 2 3/16 42 2 3/16 44 2 3/16 44	8 198 32 20 As 2 36 44 2 36 45 2 36 45	2 Bell Ben Hur. Bethleher	1916 A-16 1917 A-17 1918 17	13/4 5 271/ 13/4 5 271/ 2 3/6 44 13/4 3/6 38	2 134 5 31 78 2 134 5 31 78 2 134 5 31 78 3 134 43 2 16 36 41 34	2 2 2 Chadwick	1919 U-19 1920 V 1921 V	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2 2	t 1916 CE-30 1916 CE-30 1917 CE-33 1917 CE-35 1918 35 1919 K-32	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
American Beauty	1920 1921 1920	C-6 All	2 % 42 2 % 42 2 14 40 21/2 % 471	2 36 44 2 36 43 2 14 45	2	1918 E-3 ton 1919 D 1919 E 1919 F	\$\begin{array}{c ccccccccccccccccccccccccccccccccccc	2½ ¾ 41¾ 3 ¼ 51 3 ¼ 51¼ 3 ¼ 551¼ 3 % 55	Chalmers	1916 19 1916 21 1915 24 1915 26	2 % 42 2 % 42 3 4814 2 % 42	23/6 44 23/6 3/6 44 23/6 3/6 501/4 23/6 3/6 44		1919 K-34 1919 K-36 1919 H-42	$\begin{bmatrix} 2 & \frac{5}{32} \\ 2 & \frac{5}{32} \\ \frac{5}{32} \\ 2 & \frac{5}{32} \end{bmatrix} \dots \begin{bmatrix} 2 & \frac{5}{32} \\ 2 & \frac{5}{32} \\ 2 & \frac{5}{32} \end{bmatrix} \dots \end{bmatrix} \dots$
Anderson	1917 1916 1917	200A 200A 300A 300A	2½ % 47½ 2½ % 47½	2	Biddle	1916 C 1916 D 1917 D 1917 D-17			2 2 2 2	1915 26-B 1915 29 1915 32(6-40	2 3/6 42 2 3/6 481/4 2 3/2 243/	2% % 44 2% % 50¼ 2% % 37% 1¾ % 15 2% % 37%	2 2 2 2 Cunning- ham	1919 H-44 1919 H-46 1921 LS 1914	
Apperson	1014	Ser40 4-45 4-55 6-45	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	21/4 3/6 40 21/4 3/6 40 21/4 3/6 40		1917 H-17 1918 H 1919 H-3 1920 H3	$ \begin{array}{c cccc} 1 & \frac{3}{6} & 17^{\frac{3}{2}} \\ 2 & \frac{5}{32} & 40^{\frac{1}{2}} \\ 2 & \frac{5}{32} & 17^{\frac{1}{2}} \\ 2 & \frac{5}{32} & 17^{\frac{1}{2}} \end{array} $	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	4	1915 35 (6-30 1916 32 (6-40 1916 35 (6-30 1916 35A 1917 35	0) 2 % 34% 134 % 43 134 % 3514	2 % % 50% 1 % % 45 % 1 % % 37 %	2 2 2	1917 V-2 Ser 1918 V 1919 V-3	2½
	1914 1915 1915 1916 1916	4-55 6-45 6-60 4-40 6-48 6-60	15/8 % 34 15/8 % 34 15/8 % 34 15/8 % 34	214 % 40 214 % 40 214 % 40 214 % 40	Birch Bour- Davis.  Brewster	1921 30, 44 1919 20 1920	134 14 39 2 36 43 2 36 43 2 14 48	12   %   43	Champion	1918 6-30 1919 6-30 1920 1916 A 1916 B	1 ½ 2 % 41 % 41 % 4 1 % 6 % 41 % 4 1 % 6 % 41 % 4 1 % 6 1 %	134 % 43½ 236 % 43½ 22% % 43½ 2 % 43 2 % 43 2 % 43	2 Daniele	1926 1916 A 1916 B 1917 A 1917 B	21/2 % 50 23/2 % 50 2 21/2 % 43/4 21/2 % 48/4 2 21/2 % 443/4 21/2 % 48/2 2 21/2 % 443/4 21/2 % 48/2 2 21/2 % 443/4 21/2 % 48/2 2
	1917 1917 1917	6-17 8-17 8-17 8-18	2 % 46 2 % 46 2 % 46 2 % 46 2 % 46 2 % 46	214 % 40 214 % 491/2 214 % 491/2 214 % 491/2 214 % 491/2 214 % 491/2 4 214 % 481/2	Brewster  Brewster  Briggs-	1917 41 1918 41 1919 41 1921 O2	134 \$\frac{1}{2}\$ 36 134 \$\frac{1}{2}\$ 36 14 \$\frac{1}{2}\$ 36 15 \$\frac{1}{2}\$ \$\frac{1}{2}\$ 179 2 \$\frac{1}{2}\$ 177 2 \$\frac{1}{2}\$ 173 2 \$\frac{1}{2}\$ 43 2 \$\frac{1}{2}\$ 443 134 \$\frac{1}{2}\$ 111 134 \$\frac{1}{2}\$ 111 134 \$\frac{1}{2}\$ 111 134 \$\frac{1}{2}\$ 22	2 14 52 2 14 18 2 2 14 18 14 36 34	Chandler.	1914 1915 1916 Ser 17 1917 Ser 18		2 36 43 2 36 45 1/8 2 36 45 1/8	8 8 2 2	1918 A 1918 B 1919 C 1920 D, 19	23-6   %6   443-4   23-2   %6   443-4   2   2   2   2   6   443-4   2   2   2   6   443-4   2   2   2   2   6   443-4   2   2   2   2   6   443-4   2   2   2   6   443-4   2   2   2   6   443-4   2   2   2   6   443-4   2   2   2   6   443-4   2   2   2   6   443-4   2   2   6   6   6   6   6   6   6   6
Argonne	11920	8-20 8-21	2 3/441 2 3/4 443 15/8 3/4 34	4 214 36 481/2 214 36 40 214 36 491/2	Detroi Brinton. Briscoe	1916 C5 1918 H 1914 14	21/2 % 38	21/2 3/6 40	2	1918	134 % 43 134 % 43 134 % 43 1 134 % 43	2 % 45 /8 2 % 45 /6 2 % 45 /6 2 % 45 /6	2 2 2 2 2 2	1921 D-19 1916 C 1916 CC 1918 CC-4	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Argo Armleder	1916 1916 1916 1918	All HW KW KW-2	3½ ¼ 12. 3½ ¼ 13½ 3¾ ¼ 16	2 1 1/8 16	8	1914 B-15 1915 15 1916 4-38 1916 8-38 1917 4-21	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	114 % 35 114 % 35 114 % 35 112 \$\frac{1}{2}\$ 31 31 112 \$\frac{1}{2}\$ 32 31 112 \$\frac{1}{2}\$ 32 275 8 112 \$\frac{1}{2}\$ 275 8 112 \$\frac{1}{2}\$ 275 8 112 \$\frac{1}{2}\$ 275 8 2 2 75 8 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	2 Chevrolet	1917 0-172 1918 0-173 1915 H2 1915 H4 1915 H2 <sup>1</sup> / <sub>2</sub>	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$1\frac{5}{8}$ $\frac{5}{82}$ $35\frac{1}{8}$ $1\frac{5}{8}$ $\frac{35}{82}$ $35\frac{1}{8}$ $1\frac{5}{8}$ $\frac{5}{82}$ $35\frac{1}{8}$ $1\frac{5}{8}$ $\frac{5}{82}$ $35\frac{1}{8}$	4 4 . Davis	E L 1915 38A 1915 38B 1915 38C	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
1	1921 1921 1921	8 KW-3½ 20 HW KW A, B	3 <sup>3</sup> 4   4   16 3 <sup>1</sup> 4   11   3 <sup>1</sup> 2   4   13   3 <sup>3</sup> 4   4   15	2	8 4 4 4	1917 4-21 1918 24 1918 T-24 1919 4-24 1921 4-31	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	2 2 2 2 2 2 2 2	1915 H3 1916 4-90 1917 4-90 1917 Baby (	15% \$\frac{5}{5}\$ 35 15% \$\frac{5}{5}\$ 35 114 \$\frac{5}{5}\$ 26\frac{1}{2}\$ 114 \$\frac{5}{5}\$ 27 34 \$\frac{1}{5}\$ 34\frac{1}{2}\$ 114 \$\frac{5}{5}\$ 26\frac{1}{2}\$ 114 \$\frac{5}{5}\$ 26\frac{1}{2}\$ 114 \$\frac{5}{5}\$ 26\frac{1}{2}\$	15% \$\frac{5}{52} 35\forall \\ 15% \$\frac{5}{32} 35\forall \\ 1\frac{5}{4} \$\frac{5}{32} 27\forall \\ Re ar  \text{W}\right] 134 \$\frac{5}{5} 37\frac{713}{5}\$	"1 2	1916 6F 1916 6-G 1916 6E 1919 HI,L&P	136 32 36 178 32 39 176 315 39 156 32 40 18 18 32 39 156 32 40 18 18 32 41 58 18 18 18 18 18 18 18 18 18 18 18 18 18
Atco Atterbury	7 1916 1916 1916	6R 6C 6D 77R	334 14 151 21/2 3 181 31/4 14 12 31/4 14 12 31/4 14 13	72 272 32 2072 16	8 Brockwa 8 8 Buckeye	7 1917 J-2 1918 K-3 1918 R 1913	2 % 46 46	2 36 46	4 8	1918 4-90 1918 F A B C 1918 D-8cyl 1919 490	114 52 26½ 114 53 34½ 114 53 26½	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		1920 52 to 55 1921 51 to 57 16 DE-Jr 916 DE-Sr	11/2 3/4 421/2 13/4 3/6 20 3/6 4 11/2 3/4 43 11/8 3/2 41
	1913 1913 1918 1918	7 7C 7 7D 8 7R 8 7C	3½ ¼ 13 3¾ ¼ 15 3½ ¼ 13 3½ ¼ 13	8 6 8 6 31/2 14 13%	8 8 8 8 8	1914 1915 C-24 1915 C-25 1915 C-36	$\begin{array}{c} . \   138 \\ 138 \\ 138 \\ \hline 138 \\ \hline 32 \\ 158 \\ \hline 32 \\ \hline 35 \\ 409 \\ \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	2 2 2 Clevelan	1919 FBG 1920 FBT 1920 490 d 1920 40	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	2 2 2 2 2	1917 DE-Jr 1917 DE-Sr 1918 DE-J 1921 A, B	134 % 1614 (2 se ets) 4 2 14 20 (2 se ts) 4 134 % 1614 (2 se ts) 4 2 14 19h
	1918 192 192 192	8 7D 1 20R 1 7CX 1 7D	3½ ¼ 13 3¼ ¼ 11 3½ ¼ 13 3¾ ¼ 15	16	8 8 8	1915 37 1915 54 1915 55	15/8 3/4 461 15/8 3/4 461 15/8 3/4 461 15/8 3/2 399 15/8 3/2 25	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	2 Clydesdal 2 Cole	1921 40 1921 S Six e 1921 120C 1915 9-4 1915 10-4	13/4 3/2 46 4 1/4 18/1 2 3/6 401/4	134 36 45 2 36 4334 2 36 4334 2 4334	2 2 Defiance.	1916 DE-3 1921 A, B 1921 C 1921 D 1921 E 1921 F 1919 B	134   15   36   154   15   39   115   15   30   15   15   15   30   15   15   30   15   15   30   15   30   15   30   15   30   15   30   15   30   15   30   15   30   15   30   15   30   30   30   30   30   30   30   3
Auburn	. 191 191 191 191	1 8E 5 4-40 5 6-40 6 6-40A 6 6-38 7 6-39 7 6-44 8 6-39B 9 6-29H 9 6-29H	11/4 3/6 42 11/2 3/6 49 11/2 3/6 49 2 3/4 49	2 3/6 51 2 3/6 51 3/6 51	8 8 8 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1915 C-4 1916 D-44 1916 D-45 1916 D-46 1916 D-54	158 32 35 158 32 35 158 32 35 158 32 35 158 32 35 158 36 46	17/8 5/32 381/ 17/8 5/32 381/ 17/8 5/32 381/ 2/3/8 5/495/	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1915 Std 4 1915 Little 1916 4-40 1916 6-66	6 2 % 4014 2 % 4014 2 % 4014 2 % 4014	2 % 4334 2 % 4334 2 % 4334 2 % 4334 2 % 4334	Defiance.  Defiance.  DeKalb.	1919 B 1921 D 1921 E . 1916 Junior 1918 E2	214 % 43% 214 % 45 2 214 % 5212 214 % 54 \ 214 14 48 238 14 48 2
	191 191 191 191	7 6-39 7 6-44 8 6-39B 9 6-29H	134 % 42 134 % 49 134 % 42 134 % 42	12 2 36 44 2 36 51 12 2 36 44 14 2 36 44	2 2 2 2	1917 45 1918 D-34 1918 D-35	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1916 8-50 1917 8-60 1918 870 1919 Aero 8	2 3/6 401/4 13/4 5/2 43 1/4 13/4 5/3 43 1/4 370 13/4 5/3 43 1/4	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2 2 2 2 Denby	. 1915 U	3   4   57     1   561     3   2   4   561   3   2   4   561     3   2   4   561     3   2   4   561   2   3   2   2   3   2   3   4   561   2   2   3   3   3   2   2   3   4   43   2   2   3   4   43   2   2   3   4   43   2   2   3   4   4   3   2   2   3   4   4   3   2   2   3   4   4   3   2   2   3   4   3   3   2   3   3   3   3   3   3   3
Austin	. 191 191 191 191	9 6-39K 5 66 5 48-66 5 36-66	11/4 8/6 42 3 1/4 42 3 1/4 42 3 1/4 42	1/2 2 3/6 44 3 1/4 42 3 1/4 42 3 1/4 42	2  Bush	1918 D-37 1918 E-49 1919 49, 50 1919 A	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	\( \frac{1}{8} \frac{3}{3} \frac{38}{43} \\ \frac{1}{8} \frac{5}{3} \frac{43}{43} \\ \frac{1}{8} \frac{5}{3} \frac{43}{43} \\ \frac{2}{8} \frac{40}{40} \\ \frac{2}{8} \frac{40}{60} \\ \frac{1}{8} \frac{1}{8} \frac{40}{60} \\ \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \\ \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \\ \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \\ \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \\ \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8} \frac{1}{8}	8 6 2 Collier Columbi	1920 870 1921 870 1921 22-2½ a. 1917 A	T   2   40   5   40   5   13   1   2   5   6   41   3   1   6   5   13   1   6   8   41   8	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	2 Denmo 2 Detroiter	1918 12 1918 13 1918 15 . 1917 10 . 1915 C	194 % 39½ 2½ % 43% 2 2 % 46 3 % 51½ 2 2 % 49 3 % 56¼ 2 2¼ % 44 2¼ % 42 116 % 12 116 % 18 4
	191 191 191 191	5 48-66 5 36-66 6 48-66 6 36-66 7 Highw'y 8 Highw'y 9 Highw'y	3 14 42 3 14 42 3 14 42 3 14 42 3 14 42	16 31/2 1/4 13 ½ 1/4 13 ½ 1/4 13 ½ 1/4 13 ½ 1/4 13 ½ 1/4 13 ½ 1/4 13 ½ 1/4 12 2 ½ 1/4 14 12 2 1/4 14 12 3 1/4 14 1	Cadillac	1919 D 1913 13 1914 1915 All 1916 All	2½ 36 51 2½ 36 51 2½ 36 51 2½ 36 51 2½ 36 51	\$ 324   36   1552   1552   1552   156	2 2 2 2 2 Comet.	1918 E 1919 E 1921 C, D, H, C, 1918 C-51	1 13 13 14 15 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	1 134 36 44 1 134 36 44 1 134 36 44 2 36 423 2 36 443	Detroiter	1915 B-6 1916 F 1916 C 1916 6-45	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
	192	0	3 14 42	3 14 42	4 4	1917 All	21/2 % 15	21/2 3/6 54	2 .	1921 C-53	2 36 41	2 1/2 441/		1917 6-46	11/2   %   12   11/2   %   18   4

## BRAKE LINING SIZES—CONT.

			BRAKE	LINING		ESSP BAR	BRAKE	LINING		1.11	in sital	BRAKI	E ILNING		171 1513	BRAKE LINING
CAR	1		Internal	Externai	CAR	at Com	Internal	External	g car		1	Internal	External	g CAR	estati —	Internal External
•	Year	Model	Width Thickness Length	Width Thickness Length	5	Year	Width Thickness Length	Width Thickness Length	No. of Pie	Year	Model	Width Thickness Length	Width Thickness Length	CAR	Year Model	Width Thickness Length Width Thickness Length No. of Piece
Detroiter. *Dispatch.	1918 1918 1916 1916 1916 1917 1917 1918	F D G H L	1½ 36 12 1½ 36 12 1½ ½ 12 1½ ¼ 20 1½ ¼ 20 1½ ¼ 20 1½ ¼ 20 1½ ¼ 10 1½ ¼ 10 1½ ¼ 20	1½ % 18 4 1½ % 18 4 (2 se ts) 4 4 (2 se ts) 4 (2 se ts) 4		1914 2 3 4 5 6 7 8 1916 9	25/8 \$\frac{3}{8}\$ 35 \frac{1}{2}\$ 25/8 \$\frac{3}{8}\$ 35 \frac{1}{2}\$ 25/8 \$\frac{3}{8}\$ 25 \frac{1}{2}\$ 25/8 \$\frac{3}{8}\$ 2 35 \frac{1}{2}\$ 25/8 \$\frac{3}{8}\$ 2 28/8 \$\f		Holmes	. 1918 1919 1920 . 1918 1919 1920 1921 . 1914	4	21/2 3/6 40	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	2 Kissel Kar 2 2-1 2-1 2-1 2-1 2-1 Kline Kar	1918 100 pt 1918 6-42 1919 C 1918 B-6 1921 CB-6	2 36 44 4 4 4 2 36 44 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
Dixie Flyer Dodge	1921 1916 1917 1918 1919 1921 1915 1916 1917	L LS-35	134 % 283 134 % 36 134 % 35 134 % 36 134 % 36 2 % 11% 2 % 16 2 % 16 2 % 143	$\begin{vmatrix} 134 & 36 & 361/2 \\ 2 & 134 & 36 & 36 \\ 2 & 214 & 36 & 361/4 \\ 2 & 214 & 36 & 423/4 \\ 2 & 214 & 36 & 423/4 \\ 3 & 214 & 36 & 423/4 \\ 4 & 2 & 214 & 36 & 423/4 \\ 4 & 3 & 4 & 23/4 \\ 4 &$		1015 1920 5-T 1018 3½	25 8 8 2 28 3 6 23 7 3 6 23 7 3 6 23 8 3 7 6 23 8 3 7 13 4 23 8 21 4 3 7 15 8 2 3 9 5 4 18 3 4 15 5	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		1914 1916 1916 1917 1918 1921 1915	6-54 6-40 Super 6 Super6M O K N-West	2	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	2	1919 6-42-1 1921 6-55 K 1915 16-7 35 Tra 1915 16-7 36 Tra 1918 35 1918 36 1920 35-36 1918 K	H 133 232 2 2 33252 2 2 2 2 2 2 2 2 2 2 2 2
Porris	1917 1918 1919	I IB-6 IC-6 6-80	$     \begin{array}{c cccccccccccccccccccccccccccccccc$	8 214 %6 19 %6 4 8 214 %6 19 14 4 6 (R r Wh) 21/2 %6 43 1/2 2 21/4 %6 47 1/2 1 8 21/2 %6 48 1/2 1 8 21/2 %6 48 1/2 1 8 21/2 %6 48 1/2 1 8 21/2 %6 47 1/4 1	. Gardner	1921 K-15, 16   1921 K-41   1921 K-71   1921 K-101   1921 G   1918 G   1918 G   1919 4   1921 K   1917 77-B   1917 MA-17   70B	2   3   4   13   13   13   14   15   14   17   17   13   14   17   13   14   17   13   14   14   17   14   15   14   15   15   15   15   14   13   13   15   14   13   15   15   14   13   15   15   15   15   15   15   15	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	6 4 8-2	1918 1919 1920 1921	NR NU NI 2 3 4 R R, R	2	1	2 Krit 2 Lafayette 2 Larrabee. 2 Leach 2 Lexington	1915 L 1914 M 1915 M 1921 134 1921 U 1921 K 1921 L 1921 W 1921 6-20	11½ % 30 2 % 33 2 11½ % 30 0 2 % 33 2 11½ % 30 0 2 % 33 2 12½ % 30 12 % 33 2 2½ % 51½ 2½ % 54 2 2½ % 51½ 2½ % 54 4 2½ ¼ 60
Dort	1920 1921 1915 1916 1917 1917 1918 1919 1920 1921	6-80 A 6 9 11 11 A A	21/2 3/4 201/ 11/4 5/2 283/ 15/8 5/2 283/ 15/8 5/2 283/ 15/8 5/2 25/ 15/8 5/2 25/	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	2 2 2 3 4 5 6 6 6 7 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1921 25-B 1921 68-D 1921 70-H 1921 77-D	314 14 113 4 173 312 14 135 334 14 155 134 36 35 134 36 36 134 36 401 2 32 401 2 401	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Hurlburd  Imperial Independent.  Inter- Inter- Harveste	1916 1915 1921 1921 1921 1916	1½ ton 2 tons 3½ 6 tons F H K	3   ½   15 4½   ½   61 2   ¾   17 2½   ¾	3 14 161 21/2 3/6	4-2 4-2 4-2 2 2  Lexingtor	1916 O 1916 6-P 1916 6-N 1917 6-P 1917 6-N 1917 0 1918 6-6R 1919 R 1920 R	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Duty Economy Elear	1916 1916 1916 1917 1917 1917 1917 1918 1918	J-32 B A B D E F G D-4 D-6	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2   5   35   35   40   2   16   40   2   16   40   16   40   17   17   18   18   18   18   18   18		1916 Lt.6-40 1917 30 1917 Lt.6-40 1918 6-40 1919 Lt.6-40 1921 4-B10 r 1917 W, 1 T 1917 W, 1 <sup>1</sup> <sub>2</sub> T 1917 W,2 <sup>1</sup> <sub>2</sub> T	2 \$\frac{\$\frac{2}{3}\$}{3}\$ 40\frac{1}{2}\$ \$\frac{2}{3}\$ 40\frac{1}{2}\$ \$\frac{2}\$ 40\frac{1}{2}\$ \$\fra	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	4 2 4 4 2 2 2 2 8 8 6 2 Indiana.	1917 1918 1918 1921 1921 1921 1915 1916 1916	FHFHK GLKDR	214 % 43 214 % 50 212 % 73 3 14 10 214 14 52 212 14 56	1/2 2/2 % 73/4 1/8	Lincoln.  Lincoln.  Lippard- Steward	1916 B,C,D	12% 54 37 36 24 3 36 23 4 2 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Emvire	1919 1921 1917 1918 1919 1921 1915	O H D,G,H,K 6-Ser 17 A Ser H K-1 33	2 134 52 355 134 52 355 134 52 355 134 532 355 134 532 355 134 532 355 134 532 355 134 532 355 134 532 355 355 355 355 355 355 355	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Grant	1917 W,5-6 T 1919 13/2 T 1915 T-6 1916 U 1917 K 1918 G 1920 H 1921 HX 1918 10 1918 12 1918 21 1916 21 1916 22	11/2 % 47 13/4 % 27! 13/4 % 35! 13/4 \$\frac{1}{2}\$ 34 13/4 \$\frac{1}{2}\$ 34 13/4 \$\frac{1}{2}\$ 34 13/4 \$\frac{1}{2}\$ 34 21/4 \$\frac{1}{2}\$ 41 % 22/4 \$\frac{1}{2}\$ 41 %	11/2   % 48 4 13/4   % 31.7 4 13/4   % 37.7 4 13/4   5/3 38.5 13/4   5/2 38.5 2 1/2   5/3 45.7 4 2 1/2   % 44.8 4 2 1/2   % 44.8	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		TORLLEGHKT	214 % 50 214 % 43 214 % 50 13/ % 35	1/2	Little Giant.  Locomobile	1918 F, G 1916 15 1918 15-1 tr 1918 16-2 tr 1918 17-3\rights 1915 R-5 1916 1917 1918 2-38 1918 2-48	on 334 34 155 3 3, 24 49 4-3 224 34 15 3 3 26 49 4-3 224 34 15 3 3 26 49 4-3 224 34 15 3 3 26 49 4-3 224 34 15 3 36 49 4-3 224 34 15 3 36 49 4-3 224 34 15 3 36 49 4-3 24 34 15 3 36 49 4-3 24 34 15 3 36 49 4-3 24 34 15 3 36 49 4-3 34 49
Erie Essex Fiat	1917 1917 1918 1918 1920 1921 1919 1921 1915	51 70 70A 50 70A 37 A-2½T A	134 % 319 134 % 319 134 % 319 134 % 319 134 % 351 134 % 319 214 14 54 112 % 421 112 % 421 22 14 20	4 134 5 3712 4 2 4 34 34 4 5 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Halladay  Handley- Knight Hanson Six	1917 22 1918 21 1916 S-Ser 1917 S-Ser 1919 16 1919 20 1921 A 1921 54, 60 1917 WFA	21/2 1/4 48 11/6 1/8 32 11/8 1/8 32 13/4 1/8 33 13/4 1/8 33 21/2 3/4 41 13/4 3/6 38	2 1/2 3/3 45 2 1/2 3/3 45 2 1/3 341/2 2 1/3 341/2 2 1/3 341/2 2 1/3 341/2 2 1/3 341/2 2 1/4 344/4 2 1/4 344/4 2 1/4 3/4 44	1 2 2 Jackson.	1916 1917 1918 14-5 14-5	T F 44 46 68 349 350 6-38 661	134 3/4 35 134 3/5 34 134 3/5 42 134 3/5 42 134 3/5 42 2 2/4 3/6 35 2 2/4 3/6 35 2 3/5 35 3 3/5 3 3 3/5	14 134 % 3714 14 134 % 375 134 2 % 455 2 % 455 2 % 45 2 % 48 14 2 % 3814 14 2 % 3814	LorraineLozier	19-20 48-2 1921 21-T 1915 30 1915 32 1915 34 1916 30 1916 32 1916 34 1917 30 1917 30 1917 32	22 \ \( \) \(\) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \(
Federal	1916 1916 1917 1918 1914 1918 1918 1918 1918	55 56 55 55 55 55 XA34T S-1T W-312T XC-5T	2   14   20   20   14   20   20   14   20   20   14   19   11   256   16   11   334   14   115   15   14   10   3   10	224 14 22 214 14 22 214 14 22 214 14 19 214 14 19 214 14 19 216 14 19 3 (R ear W) 5 (R ear W) 6 (R ear W) 6 (R ear W) 6 (R ear W)	Harroun. Hatfield. Haynes	1918 WHA 1917 AA-1 1918 AA-1 1919 AA 1919 A 1919 C 1920 A-42 1914 26 1914 27 1914 28	2½ ¼ 56 134 57 134 57 1	4 2 \$\frac{1}{3}2 35\$ 4 2 \$\frac{1}{3}2 35\$ 4 1 34 \$\frac{1}{3}2 37\$ 4 2 \frac{1}{2} \f	Jones  Jordan  Jum Bo-	. 1917 1916 1918 1919 . 1916 1917 1918 1919 1920 tr 1919	671 22, 25 27 28 13 C-60 17 1919 F, M B 2½ t	2	13/4 21/2 % 20 % 35/4 2 % 39/4 39/4 2 % 39/4 39/4 2 % 43/4 2 % 43/4 2 1/4 % 38/4 2	2-1 2 2 2 McFarlar 2 2 2 2 2 2 2 2 2 2 2 2	1918 82 1918 84 1915 1914 1916 1917 1918 1919 19-X 1921 1921	Re ar Wh) 134 36 50 2 Re ar Wh) 134 36 50 2 Re ar Wh) 134 36 50 2 134 36 48 284 47 51 2 134 36 48 284 56 51 2 134 36 48 284 56 51 2 134 36 48 284 56 51 2 134 36 495 219 36 54 2 212 36 495 219 36 54 2 212 36 495 219 37 54 2
FerrisFord	1921 1915 1915 1916 1916 1916 1917 1915 1915 1915	C-20 Split'f GD GD Leece Leece Heinze Genemot North-E West	134 32 437 116 32 231 116 32 231 116 32 231 116 32 231 116 36 231 116 36 231 116 32 231 116 32 231 116 32 231 116 32 231 116 32 231 116 32 231	2		1914 30 31 32 1915 30 31 32 1915 30 1916 34 35 16-7 36	2	$\begin{array}{c} 2 \\ \frac{5}{32} \\ 171 \\ 134 \\ \frac{5}{32} \\ 171 \\ 134 \\ \frac{5}{32} \\ 171 \\ 134 \\ \frac{5}{32} \\ 171 \\ 171 \\ 172 \\ 173 \\ 174 \\ \frac{5}{32} \\ 171 \\ \frac{5}{32} \\ \frac{5}{3$	Kearns Kelly-  8 8 8	1921 1919 1919 1919 1919 1919 1921 1921	H K-31, 35 K-32 K-36 K-45 K-50 K-52 K-31,35 K-34 K-36 K-40,45	2 54 17% % 16 2 44 2 17% % 16 23% % 21 23% % 21 23% % 21 17% % 16 2 2 14 4 48 2 7 % % 21	2 54 54 55 34 27 36 36 27 37 37 37 37 37 37 37 37 37 3	Maccar 8 Mack 4 4 4 4 4 8 4 Madison. 4	1916 M 1916 A-B 1916 A-C 1917 A-B 1917 A-C 1921 AB-C 1921 AB-D 1921 AC-C 1915 T 1915 T-7 1916 T	33/2   16   31/2   16
	1917 1917 1918 1919	West Kemco Kemco G & D Dyneto North-E Berns St A-B-C G & D T	11/8 % 231/11/8 % 233/	4	33333	16-7 37 16-7 40 16-7 41 1917 38 1917 39 1917 43 1918 38 1918 38 1918 39 1918 44 1921 47	134 \$\frac{1}{4}\$\	2	. 8 . 8 	1921 1921 1921	50, 60 K-40, 45 50, 60 K-41 K-41 K-42 6C 8-D 8-B 78-E 1G	23/8 % 21/2 % 58/3 % 44/2 77/2 22 \$3-2 41/2 21/3 \$3-2 41	134 184 184 184 184 184 184 184 184 184 18	4 2 12 8 8 2 2 2-1 2-1 2-1 2	1916 T-7 1917 T -7* 1918 13* 1919 6-cyl. 1920 19 1917 A 1917 B 1918 A 18-9 B 1921 B	2 \$\frac{1}{2}\$
Four- Wheel Drive.	1920 1921 1916 1917 1919	BStgLtg B	11/8 3/6 237 11/8 3/6 237 23/4 1/4 431	234 14 2712 .	3 Hercules. 3 Higrade. . Hollier.	. 1915 K . 1921 A-18 . 1916 168 1917 168 1917 176 1917 178	1½ % 30 2½ % 32 1½ % 345 1½ % 345 1½ % 345 1½ % 345	11/2 %6 32 21/2 %6 50 %6 2 %6 371 %6 2 %6 371 %6 2 %6 371 %6 2 %6 371	2   Kenwort   2   Kissel K		H 2 18 6-55,4-80 6 4-36 5-42 4-32	21/4 5 46 21/4 5 46 2 1/4 4/2 2 1/6 34 2 1/6 34 2 1/6 34 2 1/6 34	5% 2½ 5/2 48 5% 2½ 5/2 48 1½ 2% 6/2 48 1½ 2 % 34 1½ 2 % 34	Marion Marion-Handle 2 2 2 2 2 2	1915 B 1917 B 1914 41 1914 48 1915 48 1915 41	2 %

Martin   M	-		II lien	BRAKE	LINING			1 1		BR	AKE I	LINING	<del>}</del>	T				BR.	AKE	LINI	NG	İΙ				BRA	KE I	ININ	G I	=
March 19 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2					1	1				-		2000	-					Inte	RNAL	ExT	ERNAL					INTERN	NAL :	Exter		
Martine 1	CAR			ess	less	Pieces	CAR			000	CGD .	less		Pieces	CAR			less		Linco	h h	Pieces	CAR			ness		ness		Pieces
Mailler M. 2011   1 food   1 f		Year	Model			No.		Year	Model	Width	Length	Width	gt	등		Year	Model	Width	Length	Width	1	No.	- 1	13	8	1000			-	No.
Martine   1987   Mart	Maxwell	1915 1916 1916 1917 1917 1918 1919 1920 1914 1915 1916 1915 1916 1917 1918 1919 1920 1920 1920 1918 1919 1919 1919	34 41 34 41 34 34 34 32 25 25 25 25 25 25 25 25 25, 1st lt 25, 2nd lt 1-ton 1½ tons 5-Pass WH	11/2 % 47/8 11/2 11/2 % 47/8 11/2 % 47/8 11/2 % 47/8 11/2 % 47/8 11/2 % 47/8 11/2 % 47/8 11/2 % 47/8 11/2 % 15/11/2	2   %   55   2	314 2 314 2 315 2 316 2 31	1 Naciona	1916 12 1916 12 1917 12 1917 12 1917 12 1917 12 1918 6 1919 Se 1919 Se 1921 Se 1921 Se 1921 Se 1918 D- 1921 L 1918 N- 1921 4- 1921 A, 1921 B- 1921 B- 1921 B- 1921 B- 1921 B- 1921 B- 1921 B- 1921 B- 1921 B- 1921 B- 1931 B-	rAK12 rAK12 rAK12 rAF x.BB rBBSex Tour 4-29 W 2	134 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	43 \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	$\begin{array}{c} 2\\ 2\\ 2\\ 2\\ 2\\ 2\\ 3\frac{1}{2} \\ 2\\ 2\\ 2\\ 2\\ 3\frac{1}{2} \\ 2\\ 2\\ 2\\ 2\\ 2\\ 2\\ 2\\ 2\\ 2\\ 2\\ 2\\ 2\\ 2$	45 45 45 45 45 45 45 45 45 45 45 45 45 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Parker Paterson. Path- finder Peerless	1919 1921 1921 1921 1921 1920 1921 1915 1916 1917 1918 14–5 14–5 1915 1915 1915 1915 1916	A F20 J20 M20 6-46 6-47 6-50 6-50 8A,BC 2B, C 38-6 60-6 DD EE 54,55 56 2d Ser-57	2 1 2 1 4 1 4 4 1 4 4 1 4 4 1 4 4 1 4 4 1 4 4 1 4 4 1 4 4 1 4 4 1 4 4 1 4 4 1 4 4 1 4 4 1 4 4 1 4	19 19 19 24½ 36 17 17 17 34¼ 44 40½ 40½ 40½ 43½ 38¾ 38¾ 38¾ 38¾	2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	42144444444444444444444444444444444444	2 4-2 4-2 4-2 4-2 3 4-2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Sayers & Scoville Sayers Six Scripps- Booth Selden Service	1917 1918 1917 1918 1917 1918 1919 1921 1915 1916 1916 1917 1918 1920 1921 1921 1921 1921 1920 1917 1920 1917 1920 1917 1920 1917 1920 1917 1920 1917 1920 1917 1920 1917 1920 1917 1920 1921 1937 1947 1948 1948 1948 1948 1949 1949 1949 1949	B-6 B-14 H&A Tr HA B DP C C-4 D-8 C-4 D-8 D BA, 40 B-39 D, H H2, 42 220 230	1344 1434 1434 1434 1434 1434 1434 1434	24   1   1   1   1   1   1   1   1   1		30½ 30½ 30½ 37¾ 33½ 33½ 33½ 21½ 42½ 342¼ 343¼ 343¼ 35½ 38½ 35½ 38½ 37¼ 37¼ 37¼ 37¼ 37¼ 37¼ 37¼ 37¼ 37¼ 37¼	2
Mitchell	Mercury	1917 1917 1917 1918 1918 1918 1918 1918	WH L-6 L-6 EC-4 6C-5 WH CE-4 6T-5 6T-5 6f-2 ton cf-4-s ton whl.6r5 35-G M M 35IK 35K 35K 222-72 222-72 222-73 22-74 19-50 R, RR 222 22 22 22 22 22 22 22 22 22 22 22	214 14 487% 214 14 487% 214 14 487% 214 14 487% 214 14 487% 214 14 487% 214 14 487% 214 14 487% 214 14 487% 214 14 487% 214 14 487% 214 14 487% 215 18 18 34 21 14 18 18 34 21 14 18 18 34 21 18 36 47 21 18 36 47 21 18 36 47 21 18 36 47 21 18 36 47 21 18 36 47 21 18 36 47 21 21 28 36 47 21 21 28 36 47 21 21 28 36 47 21	334 % 9 334 % 9 334 % 9 21/2 % 12 21/2 % 12 21/2 % 12	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Old Hickory Old Rel'le Oldsmobile	1916 38 1916 50 1917 32 1917 34 1917 34 1918 34 1921 34 1921 34 1921 34 1921 34 1921 15 1921 15 1921 15 1921 15 1921 15 1921 15 1921 15 1931 54 1916 43 1916 43 1916 43 1918 37 1918 45 1918 45 1918 45 1918 45	60 11/2 21/2 31/2 5	115 8 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	4434 441 448 448 467 467 467 467 467 467 467 467	22 4 3/6 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	50½ 43 43 48 54 560 .772 49 49 49 49 353¼ 383½ 381½ 381½	2 2 1 I I I I I I I I I I I I I I I I I	Pierce-Arrow	1921 1920 1920 1920 1914 1914 1915 1915 1915 1916 1916 1916 1916 1917 1917 1917 1918 1918 1918 1919 1919	R 1-30 R-30 3-40 88C,48B2 88C,48B2 88C-3 88B-3 88B-3 88B-4 88B-4 88B-4 88B-4 88B-4 88B-5 566A-5 88C-4 88B-5 5 ton	115 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	42 42 44 40 44 133 44 135 88 167 8 191 4 135 8 167 8 191 4 135 8 167 8 191 4 19 18 % 335 8 335 8	14 3 3 14 3 3 3 14 3 3 3 14 3 3 3 14 3 3 3 14 3 3 3 3	377-86 4334 441 641 641 641 641 641 641 641 641 64	4-2 4-4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Signal Simplex Skelton Skelton Standard	1917 1918 1918 1918 1918 1918 1918 1918	275 300 300 300 101 F H J M R A-2 B-2 S'plex E CraneS-5 z  335 B FF-8 FF, G 81	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	233344 233344 233344 233344 233344 2434 24	IIIII	Du Dup Dup Dup Dup State	4
Muskegon 1919 20     2½4 %/55 2     2½4 %/55 2     2½4 %/55 2     1916 6-46     2     ±/5 35½ 2     ½ 36 42 2     1917 J-6-71     2     ½ 36 42 2     1920 C-6-54     1½4 3½ 12 2     134 3½ 17 2     1916 G     1½4 ½1 7     8       Mutual Tr 1920 12.A.2AP 2½4 ½152 1     4     4     1917 K-6-17 2     ½ 35 ½2 2     193 C-6-54 2½4 ½3 2     193 C-6-54 2½4 ½3 2     1916 G     1½4 ½1 2     1916 G     1½4 ½1 7     8       Mutual Tr 1920 12.A.2AP 2½4 ½152 1     4     1917 K-6-17 2     ½ 35 ½2 2     193 S5½ 2     192 L 756-54E 2½4 ½3 2     1½4 ½3 2     1917 R-4     134 ½ 17 2     1917 R-4	Moline  Moline night  Monitor	1917 1918 1919 1921 1915 1917 1917 1918 1918 1920 1921 1915 1919 1920 1919 1921 1915 1915 1915 1916 1919 1921 1919 1921 1919	22 25G 6 Lt-4 C-42 D-49 Sp C-42 D-40 E F MK-50 MK-40 MK-40 MK-40 MK-2 M-2 M-2 M-2 M-2 M-2 M-2 M-2 M	133 % 133 % 133 % 133 % 133 % 133 % 133 % 134 % 440 113 % 450 % 400 113 4 % 400 13 4 % 4	134 % 301 134 % 302 134 % 302 134 % 302 134 % 302 134 % 302 134 302	2-1 2-1 2-1 2-1 2-1 2-1 2-1 2-1 2-1 2-1	Orleans Overland	1920 45 1921 37 1921 46 1918 45 1919 45 1921 A 1921 B, 1915 80 1915 81	B A C	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	35 38 <sup>1</sup> / <sub>8</sub> 35 <sup>1</sup> / <sub>4</sub> 35 <sup>1</sup> / <sub>4</sub> 35 <sup>1</sup> / <sub>4</sub> 35 <sup>1</sup> / <sub>4</sub> 34 44 9 <sup>1</sup> / <sub>8</sub> 9 <sup>1</sup> / <sub>8</sub> 9 <sup>1</sup> / <sub>8</sub> 9 <sup>1</sup> / <sub>8</sub>	1 \( \) \( \	37 16 49 58 303/8 4 303/8 4 303/8 4	2 I 2	Premier	1917 1918 19-20 1915 1916 1917 1918 1919 1921	6-45 6-45 6-45 6-50 651 6B 6C 6C 6-D Pull-Jr	13/4 %6 %6 %6 %6 %6 %6 %6 %6 %6 %6 %6 %6 %6	34 42 44 <sup>3</sup> ⁄ <sub>4</sub> 40 <sup>1</sup> ⁄ <sub>4</sub> 38 <sup>3</sup> ⁄ <sub>4</sub> 38 <sup>3</sup> ⁄ <sub>4</sub> 19 <sup>9</sup> ⁄ <sub>6</sub> 27 <sup>1</sup> ⁄ <sub>4</sub> 27 <sup>1</sup> ⁄ <sub>4</sub>	22   5   3   3   3   2   2   3   3   3   2   2	34 34 34 49 49 49 43 43 43 43 43 43 43 43 43 43 43 43 43	223222224-222	Stephan Sterling Sterling	1919 1921 1914 1915 1915 1915 1916 1917 1918 1918 1918 1918 1919 1921 1921 1921	735 74-21 SK-4 SK-4 SK-4 SK-6 SK-6 SK-6 SK L-4 SK L-4 SK L-4 SK L-4 SK L-4 SK L-4 8 SK-8 SK-8 -1 SK-8 SK-8 -1 SK-8 SK-8 SK-8 SK-8 SK-8 SK-8 SK-8 SK-8	2 2 3 3 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	712 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	\$\frac{3}{2}\delta \frac{2}{2}\delta \frac{2}\delta \frac{2}{2}\delta \frac{2}{2}\de	44 44 44 44 44 44 44 44 44 44 44 44 44	141412222
1011 D 10	Moore Muskegon MutualTr Nash Six.	1916 1918 1919 1919 1919 1921 1915 1915 1916 1916 1916 1917 1918 1918 1919 1921 1919 1921 1919 1920 1921 1919 1920 1921 1919	M-3 M-4 6 6 S 7 T 8R. -4-38 6-40 6-40 6-40 6-43 6-66 6-36 6-63 6-66 6-48,68 30 30 C F F E 20 2A,2AP 681 681,682 683,684	**************************************	1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5.5.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2	2 2 2 2 2 2 2	1919 83 1918 00 1918 M 1919 W .914 13 1514 34 1514 34 1915 33 1914 44 1915 33 1918 3- 1918 3- 1919 3- 1919 3- 1919 3- 1919 3- 1919 3- 1919 3- 1919 3- 1919 5- 1919 6- 1917 K 1917 K 1917 6- 1917 6- 1917 6- 1917 6- 1919 6- 1919 6- 1919 6- 1919 6- 1919 6- 1919 6- 1919 6- 1919 6-	-BOE -BOE	2 3 2 2 3	\$\frac{1}{2} \begin{align*} 35\frac{1}{4} \\ 42 \\ \frac{1}{2} \\	2 %6 2 %6 %6 %6	38½ 44 38	2 2 2		1918 1920 1921 1921 19-20 1917 1918 1918	C-6-54 C-6-54 4 756-54E	214 34 214 34 214 34	48 20 1514 1514 41	214 412 214 214	52 71/4 3/6 491/	4-2 8 8 2	Stewart Stoughton Stude- baker Stutz	1920 17-18 1919 1921 1 21 1915 1916 1916 1916 1917 1917 1918 1919 1921 1921 1921 1915 1916 1916 1916 1917 1918 1919 1919 1919 1916 1916 1917 1918 1918 1919 1919 1919 1919 1919	D, F EC SD SF-7 SF-7 SEH,EG SH,EG SH,EG 221 EH,EG 6 EJ-6 221 EF C R M-6 M-7 M-8	2/2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	61/62/24/22 22/4/22 22/4/22 22/4/22 22/4/22 23	96 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	313/4 1 122/4 122/4 122/4 144/4 144/4 144/4 144/4 145/	422 22222244 88882 888888888888

	BRAKE LINING	BRAKE LINING     BRAKE LINING	BRAKE LINING ,
1101	NTERNAL EXTERNAL	Midth  Thickness  No. of Pieces   Width Thickness Length Width Thickness Length No. of Pieces	
Fiffin 1920 PW Titan 18-19 5-6 ton 24 Traffic 1918 T 13 1921 C 13 Triangle 1917 A 24 1921 BA 14 1916 B 14 1916 B 14 1916 B 14 1918 D-1 1919 D-1 2 Twin City 1921 E-1-2-3 1921 A 1921 B U.S. 1921 B Velie. 1919 Truck-E 3 1915 15-Ser-15 2 1916 22-Ser-22 13 1916 B 1919 Truck-E 3 1915 15-Ser-15 2 1916 22-Ser-22 13 1916 B 14 1916 B 14 1919 D-1 2 2 3 3 4 4 4 4 4 4 4 4 4 4 4 4 5 4 6 6 6 7 6 7 7 7 8 7 8 7 8 8 8 8 8 9 8 9 8 9 8 9 8	2   ½   57	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$

## Piston Ring and Fan Belt Data for Cars and Trucks from 1915 to 1921

FAN BELTS—L means that belt is a V-shape and can be V-solid, Laminated, block or link. On V belts, length, width and angle is given in inches. F means Flat Belt. Length and width is given in inches.

CAR   PRINGS   TAN BELTS   PRINGS   FAN BELTS   PRINGS   PRINGS   FAN BELTS   PRINGS	width is giv	en in inches	l.			1 1 1 1 1 1										
Record   Fig.   Fig.   Fig.   Record   Fig.   Fig		F	PISTON RINGS	FAN BELTS				FAN BELTS				FAN BELTS			PISTON RINGS	FAN BELTS
B	CAR	l local	Groove		CAR			1	CAR			T	CAR			T
Abbut   1916   3-80   3   3   4     Apperson   1914   4-55   3   43   4     Autocar   1921   XXI   F   4   34   36     Brockway   1915   1   3   3   4   5     S   1   1   1   1   1   1   1   1	and the same of th	Year Model	اما اه	Size		Year Model	Number Bore Width of	Type Size		Year Model	Number Bore Width o	lype Size		Year Model	101 1-1	Type
Display   Disp	Detroit. 19	016 8-80 016 6-44 017 6-44	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		Apperson	1914 4-55 1914 6-45 1915 4-40	3 43/4 1/4 3 4 1/4 3 4 1/4		Autocar	IXXI-G	4 434 56			1916 G	9/41/ 3/	
Amm.   1018   1 cm   1018   1	Ace 19	918 8-80 918 644 921 All	3 3 3 3 3 3 3 6	1½		1915 6-48 1916 6-60 1916 8	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	f 35½x1 f 35½x1 f 33x1	Avery Co.	1917 1 ton				1918 K-3 1918 R	3 334 % 3 3% 1/8 3 31/2 1/4	
Adams: 1917 38A	19	918 1 ton 918 2 tons 918 3½ tons	3 334 36 V 3 418 36 V 3 412 34 V	38 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> -28° 38 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> -28° 34 <sup>1</sup> / <sub>2</sub> x		1917 6-17 1917 8-17 1918 8-18	3 3 ½ 3/6 3 3 ½ 3/6 3 3 ½ 3/6	f  35½x1 =	Beck	1917 3 tons 1918 5 tons 1918 A	5 434 34 4 514 14 3 31/2 3/6		Buda	1914	3 3 4 4 4 4 3 3 3 3 4 3 6	f 31x3/4
AEC.   915   6-50   34-5   5   34-5	Adams-	920 All 919 B, A 917 35A 917 35B	43/4 1/4	38¾x¾-28°	Argonne	1920 8-20 1921 8-21 1920	3 3 1/4 3/6 2 3 1/8 1/4 3 3 1/4 3/6	f 38½x1¾ f 39x1½		1918 C 1919 A 1919 B	3 4½ 3/6 3 3½ 3/6 3 3½ 1/4		Duick	1915 C-25 1915 C-36 1915 37	3 334 36 3 334 36 3 334 36	f 31x <sup>3</sup> / <sub>4</sub> f 31x <sup>3</sup> / <sub>4</sub> f 31x <sup>3</sup> / <sub>4</sub>
Allen. 1921 B-1, C-1   33   34   4   24   34   5   34   4   4   4   4   4   4   4   4		915 6–50 913 11 919 A	3 434 14 4 418 14	41½x1¼	Arbenz	1914 Ali 1915 All 1918 18	3 4½ ¼ 3 4½ ¼ 3 3½ ¾ 3 3½ ¾		Beggs	1919 C 1920 1921 20T	3 4½ ¼ 3 3¼ ¾ i	21x1¼ 31x1¼		1915 54 1915 55 1915 C-4	3 334 % 3 334 % 3 334 %	1 31x <sup>3</sup> 4 31x <sup>9</sup> 4 26 <sup>3</sup> 4x <sup>7</sup> 6
1915   1915	Allen 19	921 B-1,C-1 ½ 915 38 915 40	3 3 ½ ¾6 3 3 ¼ ¼ 3 3 ¼ ¼	42¼x1¼	Argo Armleder.	1916 All 1916 HW 1916 KW	3 3 1/8 3/6 3 4 1/8 3/6 3 4 1/2 3/6		Bell	1917 A-17	3 3 ½ ¼ . 3 3 ½ ¼ . 3 3 ¾ ¾ . 6 . 3 4 ½ . 6		7	1916 D-44 1916 D-45 1916 D-46	3 3 4 % 3 3 4 % 3 3 4 %	1 25 <sup>3</sup> / <sub>4</sub> x <sup>7</sup> / <sub>8</sub> 1 25 <sup>3</sup> / <sub>4</sub> x <sup>7</sup> / <sub>8</sub> 25 <sup>3</sup> / <sub>4</sub> x <sup>7</sup> / <sub>8</sub>
1917 37   333	19 19 19	915 34 915 35 916 37	3 334 14 f 3 334 14 f	30x15 30x1 31½x1		1918 KW-3½ 1918 KW-3½ 1921 20-1 Ton 1921 HW-2½	3 4½ 3/6 4 43/4 1/4 4 41/4 1/4	f 35½x1¼ f 31¾x2 f 34x2	Desseller.	1915 C 1916 A 1916 C	3 3½ 3/6 3 4½ 3/6 3 3½ 3/6			1916 D-54 1916 D-55 1917 45	3 334 % 3 334 % 3 314 %	31x1 25¾x½
1919 43	19 19 19	917 37 915 36 919 41	3 334 14 f 3 334 14 f 3 334 14 f	31½x1 31x¾ 31x1	Atco	1921 KW-3½t 1921 A 1921 B, B1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	f 36x2 f 33½x1¼ f 28x2	Bethlehem	110161H	3 4½ 3/6 3 4½ 3/6 3 33/4 1/4			1918 D-35 1918 D-37	3 3 3 8 % 3 6 3 3 8 % 6	25 <sup>3</sup> / <sub>4</sub> x <sup>7</sup> / <sub>8</sub> 25 <sup>3</sup> / <sub>4</sub> x <sup>7</sup> / <sub>8</sub> 31 <sup>3</sup> / <sub>4</sub> x
1919   C	19	919 43 920 43 921 43	3 3½ ¾6	28/8x1/4 29/8x1/4 297/8x1/4	Atterbury	1916 6R 1916 6C 1916 6D	3 3 4 % 3 6 3 4 1/2 3 6 3 2 3 7 3 7 8	1 35x2	Biddle	1918 E-3 tons 1917 H-17 1918 H	3 334 34 3 334 36 3 334 36	26v1		11920 All	3 3 8 % 1	26½x1½ 27x1¼
1914   50   34   34   56   1918   7C   34½   56   1918   7C   34½   56   1918   7D   34½   56   1918   7D   34½   56   1918   7D   34½   56   1918   7D   34½   56   1919   34½   56   1919   7D   7D   7D   7D   7D   7D   7D   7	19	916 C 917 E-17 917 F-17	3 3 3 4 3 6 3 3 1 8 3 6			1917 7C 1917 7D 1918 7R	3 43/8 3/6 3 41/2 3/6 3 43/8 3/6		Bimel	1917 4 Tour 1917 4 Road 1917 "6 D"	3 3 3 3/6 3 3 3 3/4 3/6 .		Cadillac	1920 20-A 1913 13	3 3 1/2 3/6 2 1/4 1/4 1/4 1/4	v 43x5/8 v 44x5/6
Amer. Six   1916 A-Ser 1   1917 A-Ser 1   3   3   5   5   1917 A-Ser 1   1917 A-Ser 1   1918 A-Ser 1   1919 A-Ser 1   1918 A-Ser 1   1919 A-Ser 1   1915 A-Ser 1   1915 A-Ser 1   1915 A-S	19	914 50 913 Scout 914 30	3 4 14 v 3 4 v v	5/8 5/8 5/8		1918 7C 1918 7D 1921 20R	3 4½ 3/6 3 4½ 3/6 4 33/4 3/6	f 3811/6x11/4	Birch	1917 Tour 1918 Super 4 1919 45	3 3 3 3 3 3 3 5 3 5 5			1914	3 4½ ¼ 3 3½ ¾ 3 3½ ¾ 3 3½ ¾	
1921   C-6   3 3 3 4 3 6   3 3 4 3 4   1915   G-40   3 3 2 3 6	Amer. Six 19	916 A-Ser 1 917 A-Ser 1 918 B-30	3 3 5 5 1 1 2 3 3 1 8 3 2 1 6 5 1 f	31½x5/8 31½x7/8 317/8x7/8	Auburn	1921 7CX 1921 7D 1921 8E	3 4½ 1/4 3 43/4 1/4 3 31/4 8/	f 30¼x1¼	(Magnetic	1917 VM-2 1918 VM-2	0 4/4 /16 .			1917 All 1918 Type 57 1919 Type 57	3 3½ ½ 3 3½ ½ 3 3½ ½	
France) 1916 19	American 19	921 C-6 914 915	3 3 ½ ¾ 3 ½	33¾x¾	ziuburm.	1915 6-40 1915 6-40 1916 6-40A	3 3 ½ ½ ½ ¼ 4 3 ¾ ¼ 3 3 ½ ½ % 6		Davis	1917 17 1918 18A 1918 18B	3 3 1/4 3/6 3 3 3 3/4 3/6 3 3 1/2 3/6 3		Cameron . Cambl.pe Capitol	1918 C 1918 "Four" 1921 G-1½	3 41/4 3/h 3 33/4 5/h 3 33/4 1/4	33x1¼
1914     3   334   34     1918   6-44   3   372   372   371   1918   6-44   3   372   37	France) 19 19 Ames 19	916 19 917	4 6 1 4 5 6 6 4 4 1 8 1 4 6 1	403/8x7/8		1916 4-38 1916 6-38 1917 6-39	3 378 3/6 3 1/8 3/6 4 31/8 3/6		Bowling GrMTCo.	1915	3 3 3 ½ 3/6 1 3 3 3 ¼ 1/4 3 3 3 ¼ 3/6	36x1½	Cartercar	1921 H, K-3½ M-3½ 1915 7	3 31/2 3/6	f 39½x2 >
1916   EK   3   3   3   4   5   5   5   5   5   5   5   5   5	Amplex 19	915 914 916 K	3 334 3/6 3 334 3/6 3 334 3/6			1918 6-44 1918 6-39B 1919 6-29H	3 3½ 3/6 3 3¼ 3/6	f 31x1 f 31x1 f 31x1	Diewster.	1917 41 1918 41 1919 41	44 14 14 14 14		Case	1915 14 1914 R	3 334 14 3 334 34	37x1 37x1
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Ams-Strlg	916 EK 917 Road 917 Tour	3 3 3 4 3 6			1919 6-39K 1920 6-39HKR 1921 6-39	3 31/4 3/6	f 31x1 <sup>1</sup> / <sub>4</sub> f 31x1 <sup>1</sup> / <sub>4</sub> 31x1 <sup>1</sup> / <sub>4</sub>	Brinton	1921 O2 1918 H 1921 F	4 4 1/4 2 31/4 1/4 3 41/8 3/6 1			1.918 U	3 35/8 3/6 3 35/8 3/6 3 31/2 3/6	f   37x1
1919	Anderson 19	917 200A 916 300A 917 300A	3 3 14 f 3 3 14 f	33 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> 33 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> 33 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub>	Austin	1915   66 1915   48-66 1915   36-66 1916   48-66	3 4½ ¼ 3 4½ ¼ 3 4½ ¼ 3 4½ ¼		Briscoe	1915   15 1916   4-38 1916   8-38 1917   4-24	231/8 1/6 1 231/6 1/6 1 33 1/4 338/8 1/6 1	28x <sup>3</sup> / <sub>4</sub>	Chadwick	1919 U-19 1920 1921 V	3 3½ ½ 4 5 % 3 % 4 5 %	f 47½x2 v 34x60°
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	19 19 19	919	3 314 36 f	32 <sup>7</sup> / <sub>8</sub> x1 <sup>1</sup> / <sub>4</sub> 32 <sup>3</sup> / <sub>8</sub> x1 <sup>1</sup> / <sub>4</sub> 32 <sup>7</sup> / <sub>8</sub> x1 <sup>1</sup> / <sub>4</sub>	41 74	1916 36–66 1917 Highw'y 1918 Highw'y	3 37/8 3/6 3 27/8 3/6 3 27/8 3/6			1918 24 1918 T-24 1919 4-24	3 3 3/6 3/6	f 28x3/4 f 28x3/4	Chalmers	1915 24	4 5 %6 4 5 %6 4 4 1%	f 39½x1¼
78 78 90 24 78	Anger 19 Apperson 19	916 Ace 6-60 917	3 4½ ¼ 3 4½ ¼ 3 4½ ¼		Lutocar.		4 434 5/6			1920 4–24 1921 4–34 1919 5H	3 33/8 3/6 3/6 3/6	29x¾ 34¼x⅓		1915 26 1915 26-B 1915 29	3 3½ ½ 3 3½ ½ 4 4 18	f 39½x1¼ f 39½x1¼ f 39½x1½

	in.	Aldrin.	PIST RIN		FAN B	BELTS	1 201		2,580 8.4	PISTON RINGS		AN BELTS		3 pt. 1		PISTO		AN BELTS				PISTO	S F	'AN BELT
CAR		100 700	. Osed	of Groove		EEN	CAR			r Used	l Groove		CAR		1		of Groove		CAR				of Groove	
	Year	Model	Number	Width	Type	Size	0	1917 C		Number 3 31/2	-	31½x¾	Dorris	Zear 1915		Number	lar	129-3/	Fostoria	1916	1	Number Sylva		Size
Chalmers.	1915 1916 1916 1916	32 (6-40) 35 (6-30) 32 (6-40) 35 (6-30) 35A 35 6-30	3 31	8 3/8 3/8 3/8	f   39½2 f   37x1 f   39½2 f   37x1 f   37x1	x1½	Elkhart	1918 3 1919 3 1919 3	35 K-32 K-34 K-36	331/2 3 31/2 3 31/2 3 31/2 3	f f f f f	31½x¾ 32½x¾ 32½x¾ 32½x¾ 32½x¾		1915 1916 1916 1916 1916 1917	I TA-4	3 43/8 3 43/8 3 4 3 4 3 4 3 4	1414 V V V V	38x <sup>3</sup> ⁄ <sub>4</sub> 38x <sup>3</sup> ⁄ <sub>4</sub> 38x <sup>1</sup> ⁄ <sub>4</sub> 38x <sup>3</sup> ⁄ <sub>4</sub> 38x <sup>3</sup> ⁄ <sub>4</sub>	Four-	1917 1916 1917	4 Cyl.  BStg.Ltg  BStgLtg.	3 3 3 4 <sup>3</sup> / <sub>4</sub> 3 4 <sup>3</sup> / <sub>4</sub>	1/4	
Champion	1921 1920	6-30 6-30 6-305P K.O.	331	4 74 4 84 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	f 37x1 f 37x1 f 37x1 . 3734	x1¼	Crowther	1919 1919 1919 1921 1921	H-44 H-46 L S	3 31/8 3 3 31/2 3 31/4 3 31/4	52 f 52 f 186 f	32½x¾ 32½x¾ 32½x¾ 32½x¾ 32½x¾ . 29x¼ . 29x¼ . 28x½		1918 1919 1920 1921	6-80 6-80 6-8	CONTROL OCCUPANTS	f	38x <sup>3</sup> / <sub>4</sub> 41 <sup>1</sup> / <sub>2</sub> x1 41 <sup>1</sup> / <sub>2</sub> x1 40 <sup>3</sup> / <sub>8</sub> x1 28x <sup>3</sup> / <sub>4</sub>	Franklin.	1919 1921 1914	2 3	3 4 <sup>1</sup> / <sub>4</sub> 3 4 <sup>3</sup> / <sub>4</sub> 3 3 <sup>5</sup> / <sub>8</sub> 3 3 <sup>5</sup> / <sub>8</sub> 3 3 <sup>5</sup> / <sub>8</sub>	f 1/4 f 1/4	39½x1¾ 39½x1¾
	$\frac{1917}{1918}$	Ser 17 Ser 18	333333333333333333333333333333333333333	8 14 14 14 14 14 14 14 14 14 14 14 14 14	f 3334 f 32½ f 32½ f 32½ f 32½	x <sup>3</sup> / <sub>4</sub> x1 x1 x1		1914 1914 1914 1915	······································	8 3 1/2 2 8 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	3/6 V 3/6 V 3/6 V	38x <sup>3</sup> / <sub>4</sub> 38x <sup>3</sup> / <sub>4</sub> 38x <sup>3</sup> / <sub>4</sub>		1916 1917 1917 1918	A 6 9	3 3/4	% f f f f f % f f	28x <sup>3</sup> / <sub>4</sub> 28x <sup>3</sup> / <sub>4</sub> 28x <sup>3</sup> / <sub>8</sub> x1 28 <sup>3</sup> / <sub>8</sub> x1 30x1		1916	5 6 7 8	3 35/8 3 35/8 3 35/8 3 35/8	1/4 1/4 1/4 1/4 1/4 1/4 1/4	39½x1½
Charter	1921	N.S.	3 3	1/2 3/	f -x1	x1		1915 1916 1917 1918 1919 1921	V V-2 Ser V V-3	3 3 3 4 3 3 3 4 3 3 3 4 3 3 3 4	3/6 V 3/6 V 5/6 V	38x3/4	Drexel Drum- mond	1917 1916	11 12A,17A 4-60 7-60 B-17	3 3 1/2 3 3 3	%6 %6 1/4 f	37x1 37x1 37x1	Friend	1917 1918 1919 1921	9	$\begin{array}{c c} 3 & 31/4 \\ 3 & 33/4 \end{array}$	%6 %6 %6 f	44x3/4
Chase	1915 1915 1915	4-C 0-172 0-173 H2 H4 Baby Gr.	3 4 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	12 12 12 12 12 12 12 12 12 12 12 12 12 1	5		Daniels	1916 1916 1916 1917 1917	A · B A A	3 3 3 4 3 3 1 4	3/16 - 3/		Dupont	1917 1918 1921	E B-35 A	3 33/4	1/4 f	37x1 33¾x1 38x1	Fulton Tr.	1917 1921 1915 1917	F-1	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	%6 f %6 f 1/4 f	36½x1½ 32¼x1 32¼x1 32¼x1
	1915 1915 1916 1916 1916	Monroe Baby Gr. Ames'y Roy Ma	233333333333333333333333333333333333333	% % % % % % % % % % % % % % % % % % %	6		Dart	1918 1918	A B D-19 C	3 3 1 4 1 8 3 3 1 4 1 8 3 3 3 4 1 4 8 3 3 3 4 1 4 8 3 3 3 4 1 4 8 3 3 3 4 1 4 8 3 3 3 4 1 4 8 3 3 3 3 4 3 4 3 3 3 3 3 3 3 3 3 3 3	16 V V V V V V V V V V V V V V V V V V V	34½x¾	Economy  Elcar	1916	21 G-36 J-32 C-8-48	3 33/4 3 33/4 3 3 31/6	3/16 3/16 3/16 3/16		Gardner	1918 1921 1921	K-15,16 K-41 K71,101	4 3½ 4 4 4 4½ 3 3½	%6 V V V V V V V V V V V V V V V V V V V	90-11/
t may sal por	1917 1917 1918 1918	Baby Gr. Ames'y Roy Ma 4-90 4-90 Baby Gr. 4-90 F AB G D-8 Cyl 490 F B G T	9 . 3 3 3 3	716 71 11/26 73 11/26 73 11/26 73 11/26 73 11/26 73	f 27x5 f 2534 f 2534 v 32½ v 35x9	8 x <sup>5</sup> /8 x <sup>8</sup> /6-28° /6-28°		1916 1917 1917	E E BB	3 334 3 334 3 31/2 3 41/8 3 41/4	8/16 3/16 1/4 1/4			1916 1916 1916 1917 1917	B B D	3 3 ½ 3 3 ½ 3 3 ½ 3 3 ½ 3 3 ½ 3 3 ½	3/16 3/16 3/16 3/16		Gersix	1916 1917 1917 1917	G C C C C C C C C C C C C C C C C C C C	4 3½ 4 4 4 4½ 3 3½ 4 3¾ 4 3¾ 4 3¾ 4 3¾ 3 3½	1/4 1/4 1/4 3/6 f	32½x1
1, 1 1	1920	1490 FBGT FBT 1490 D4,D5	333	78 71 11/16 3/1 11/16 8/1	6 V 321/6 V 35x3/6 V 351/6 V 355/6 V 355/6 V 355/6 V 355/6	x ½-28° ½-28° x ½-28° x ½-28° x ½-28°	Davis		L 38A 38B	3 334 3 41/2 3 33/4 3 33/4 3 33/4	3/16 1/4 8/16 8/16 8/16		-	1917 1917 1918 1918	F	3 3 1/2 3 3 3 3 1/2 3 3 3 3 1/2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	3/16 3/16 3/16 3/16	38x <sup>3</sup> ⁄ <sub>4</sub>	Garford	1918	3 4–38 7 6–60 B G L K	3 3½ 4 4¼ 3 3½ 3 3½	f 3/6 f	32½x1 32¼x1
	1917 1918 1917 1920	C	3 3 3 3 3 3 3 3	3/8 3/1/2 3/1/2 8/	6	16-28 1x5/8-28° 1x5/8-28° 1x6-28° 16-28°		1916 1916 1916 1917 1917	6F 6-G 6E 6H	2 314 2 314 3 31/2 3 31/4 3 31/4	1/4 f 1/4 f 1/4 f 1/4 f 1/4 f	33 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> 33 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> 33 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> 33 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub>	Elgin	1921 1920	K-4 D,G,H, K-6 G, K Elgin 6	3 31/4	% f	31¾x¾ 31½x¾		1917	7 70 7 66B 7 77-B 7 MA, 17	3 41/4	716 1/4 V f	49½x¾-38° 42x1½ 42-11
Climber	1921 1916 1916 1916	S-Six 3 L-90 5 L-45 5 L-65 7 L-30	3 3 4 3 4 3 4 3 3	1/2 1/2 1/8 1/8 1/2 8		%-28° %-28°		1917 1917 1918 1918 1918	6K 6H 6I 6K	3 3 ½ 3 3 ¼ 3 3 ¼ 3 3 ¼ 3 3 ¼ 3 3 ¼	% ff	33 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> 33 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub>		1917 1918 1920 1919 1921	6-Ser 17 A Ser H K-1	3 3 3 1/8	f	37 %x1 36x1 37 %x1	Geronimo	192	0 8F 1 25-B 1 68-D 1 70-H 1 77-D 8 6-A-45	3 334 4 5 4 414 4 414 3 314 3 314	% f 1/4 f 1/4 f 1/4 f 8/6 f	37 1/2 37 1/6x1 41 1/6x2 34 1/6x2 39x2 42x1 1/2 31 1/2x1
Clydesdale Cole	1917 1921 1914	7 T-25	3 3 4 4 4 3 4 3 4 3 4	1/2 3/4 1/4 5 1/4 5 1/4 5 1/4 5	f 461	≨x2	Day Elder			3 3 1/4 3 3 1/4 3 3 1/8	1	33 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> 33 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> 37x1 <sup>1</sup> / <sub>4</sub> 39 <sup>1</sup> / <sub>4</sub> x <sup>5</sup> / <sub>8</sub>	Ellsworth. Emerson Empire	1915 1915 1916	Four 33 40 45	3 3 4 3 3 3 4 3 3 7 8 3 3 7 8 3 3 7 8 3 3 7 8	18/1	A Company of the Comp	Ghent	191 191 191 192	7 8-40 8 6-60 1 15A	3 334 3 334 3 314 3 334 3 334	\$\frac{3}{16} \cdot \frac{3}{16}	31½x1
	191 191 191 191	5 10-4 5 Std 4 5 Little 6 6 4-40 6 6-66	3443434	1/4 5 1/4 5 1/2 1	16			1917 1917 1918 1921 1921	DE-Jr DE-Sr DE-J A, B	$ \begin{array}{c} 3 & 3 & 1 \\ 3 & 3 & 1 \\ 3 & 3 & 1 \\ 2 & 3 & 3 & 3 \\ 3 & 4 & 1 \\ 4 & 1 & 4 \end{array} $	% V % V % V % V M Y M Y M Y M Y M Y M Y M Y M Y M Y M	7   39 <sup>1</sup> / <sub>4</sub> x <sup>5</sup> / <sub>8</sub> 7   39 <sup>1</sup> / <sub>4</sub> x <sup>5</sup> / <sub>8</sub> 7   39 <sup>1</sup> / <sub>4</sub> x <sup>5</sup> / <sub>8</sub> 7   40x <sup>5</sup> / <sub>8</sub> 1   36x2		1916 1917 1917 1917 1917		3 3 1/4 3 3 7/8 3 3 1/4 3 3 1/4	% f % f % f % f	31½x5/8 31½x5/8 31½x1	Glide	192 191 191 191	5 Lt.6-40 6 30	3 41/3 41/3 31/3 3 31/3 3 31/3	f v 3/6 f 5/32 f	31½x5⁄8 31½x5⁄8
	191 191 191	6 8-50 7 8-60 7 8-61 7 8-62 5 370	43434343	1/2 8 1/2 8 1/2 8 1/2 8 1/2 8	66 V 441 66 V 441 66 V 441 66 V 441 66 V 441	2x56-38° 2x56-38° 2x56-38° 2x56-38° 2x56-38° 2x56-38° 2x56-38° 11-24 11-26 11-	De Dion. Bouton Defiance. DeKalb.	1921 1921 1921 1915 1916	D E F EQ EQ	3 3 1/2 3 3 1/2 3 3 3/4 3 4 1/2 3 4 1/2 3 4 1/2 3 4 1/2	%6 V 1/4 f 1/4 f	36x2 y 35x5/8 38½x1½ 35¼x1½	Enger	1918 1918 1915 1916 1917	70 6-50 Twin 6	3 3 1/4 3 3 1/2 3 2 1/6 3 2 1/6	%6 f %6 V %6 V	31½x5 31½x1 31½x1 41¼x5 41¼x5 41¼x5 41¼x5 41½x1 41	Globe	191	6 Lt.6-40 7 30 7 Lt.6-40 8 6-40 Ton C-2 Ton	3 31/3 31/3 31/3 31/3 31/3 31/3 31/3 31	632	31½x5⁄8 31½x5⁄8 31½x5⁄8
Collier	192 191 191 192	8 M-15 7 1 22-21/2	4 3 3 3 3 3 3	1/2 1/4 1/4 1/2 1/4 1/4	if 7 443/ if 7 443/ if	2x9/8-38* 6x3/4 1	DeKalb.	1919 1921 1916 1918 1918	D & E Junior E2 E2½	3 33/4 3 41/8 3 41/8	%6 f	40¾x1¼	Essex	1917 1917 1918 1921	34 Tr D A A-2½T	3 334 3 41/8 3 33/4 3 41/4	%6 %6 %6 %6 %6 %6	. x2	Grant	192	I B-10	3 41 3 33 3 23 3 27	%6 %6 f	28½x¾ 28½x¾ 28½x¾
Colonial. Columbia	191 191 191 192	7 A 8 E 9 E	33333	14 9	16 v 29x 16 f 333 4 6 f 38x	5/8 4x <sup>3</sup> /4 4x <sup>3</sup> /4 1 <sup>1</sup> / <sub>4</sub>	Denby	1916 1917 1918 1918	R R 12 13	3 3 3 2 3 3 3 3	%6 - %16 - %	40¾x1¼  40¾x1¼	Fiat	1920 1921	A A 50 55	3 31/8	% f % f v *6 v	41 <sup>1</sup> / <sub>2</sub> x1 41 <sup>1</sup> / <sub>2</sub> x1 41 <sup>1</sup> / <sub>2</sub> x1 41x <sup>3</sup> / <sub>4</sub> 41x <sup>3</sup> / <sub>4</sub>		191 191 192	N N	0 0	8/6	415/-5/
Comet	191 191 191	1 C, D, E, H, CS 7 8 C-50 8 C-51 8 C-55	3 3333	1/2 3/3/3/3/3/3/3/3/3/3/3/3/3/3/3/3/3/3/3	is	2x34	Denmo	1920 1917 1918 1918	K-12-B 10 10-14 T 12-34T	4 334 4 334 3 314 4 337	1/4 1/4 8/6	v 413/8x5/8	F.R.P	1916 1916 1917 1918 1918	56 55 55 45B 45B	4 110 4 130 4 130 2 4 6	*6 v *6 v *6 v	41x <sup>3</sup> 4 41x <sup>3</sup> 4 41x <sup>3</sup> 4	Grant Truck Great Eagle.	. 191 191 191	5	3 31/3 4 43/4 4 43/4 4 41/2	V V V 1/4 .	30x 1/6-38° 30x 1/6-38°
Commerce	192 191 191 191	0 C-53 7 E 8 E 9	333	1/2 3 3/6 3 1/2 3	16 V 371/ 16 V 395/ 4 V 395/ 4 V 40x	2x <sup>3</sup> / <sub>4</sub> 2x <sup>3</sup> / <sub>4</sub> 4x34-60° 8x <sup>3</sup> / <sub>4</sub> -60° 3/ <sub>4</sub> -60°	Denby  Denmo  Detroiter	1915 1916 1916 1917	C F C 6-46 6-45	3 3 ½ 3 3 ¾ 3 3 ½ 3 3 ½ 3 3 ¼ 3 3 ¼	%6 %6 %6 %6 %6 %6 %6 %6	33¾x¾	Fageol	1918 1917 1918	45B S-1 T	2 4.6 3 5 3 5 3 4 1/8 4 3 1/6	1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4		Great- Westerr HA.L	191 191 191	7 5 40-A 5 6 21 6 22 7 22	4 41 4 5 3 27 3 27 3 27	1/4 %6 f %8 %6 f	33x1 33x1 33x1 33x1
Common- wealth Concord	192 191 191 192	1 42 9 A	3 3 4 3	1/2 8 1/4 1 31/3 8	16 33x 4 f 301 6 f 301	2X1 2X2	Dile Disbrow Dispatch	1917	Small	3 334 3 25/8 3 25/8 3	3/6 5 2 1/4-		Ferris Ford	1918	W-3½T C-20 Split'f G D G D Leece	5 41/4 3 31/2 3 33/4 3 33/4	%6 f V f f f	32x <sup>3</sup> / <sub>4</sub> 43x <sup>5</sup> / <sub>8</sub> 22x1 22x1	Hall	. 191 191 191 191	8 12 8 2-Ton 8 3½-Ton 8 5-Ton	3 27 4 41 4 41 4 41 4 38	3/6 f 8 3/6 V 2 3/6 ·	33x1 36½x¾
Corbitt	191 191 191 191	7 A 7 C 8 B	3 4 3 4 3 4 3 4 3 4 3 4 3	11/4 1/2 1/8 1/8 1/8 1/8 1/8 1/8 1/8 1/8 1/8 1/8	16 · · · · · · · · · · · · · · · · · · ·	4 		1916 1916 1917 1917	G H L N	4 33/4 4 33/4 4 33/4 4 33/4 4 33/4	7 32 7 32 7 32 7 32 7 32 7 32 7 32 7	v 41%x5/s  f 333/4x3/4 26x3/4		1916 1916	Heinze Heinze	3 3 1/2 3 3 3/4 3 3 3/4 3 3 3/4 3 3 3/4 3 3 3/4 3 3 3/4 3 3 3/4	14 f f f f f	22x1 22x1 22x1 22x1 22x1 25 <sup>3</sup> / <sub>4</sub> x1 <sup>1</sup> / <sub>8</sub>		191 191 191 191 191	5 M 4	4 33 3 33 3 33 3 33 3 33 3 33	V	
Couple Gear	191	6 A 8 5	454444444	34 1	4		Dixie Dixie Flyer	. 1916 . 1916	56 L			26x¾		1918 1918 1918 1918	Genemo North-E West West	3 334 3 334 3 334	12 F	22x1 22x1 22x1 22x1 22x1	Handley- Knight Hanson Harvard.	192 192 191	1 A 1 54, 60	3 3 4 41 2 31 3 3	5 3 2 · 8 3 2 f · 8 3 16 · 8 3 16 · .	x1 30x1½
Crawford	191 191 191 191 192	5 6-35 6 6-35 7 6-17-40 8 18-6-40	33333	1/2	4	 34	Dodge	1920 1921 1915	HS70	3 3½ 3 3¼ 3 3¼ 3 3½ 3 3½ 	3/6	f 33½6x <sup>7</sup> / <sub>8</sub> f 33x <sup>7</sup> / <sub>8</sub> f 33x <sup>3</sup> / <sub>4</sub>		1916 1916 1916 1916 1917	Kemco Kemco G & D Dyneto North-E Berns St A-B-C G & D T	3 334 3 334 3 334 3 334 3 334	1/4 f	22x1 22x1 22x1	Harvey	191 191 191 191	6	3 3 3 3 3 3 3 3 3 3 3 3 3 3	32 · · · · · · · · · · · · · · · · · · ·	
Crow Elkhar	192 191 191 191	1 21-6-40	333333333	1/2	16 V 41x 16 f 311 16 f 32x 16 f 32x	3/4 2x3/4 3/4 3/4		1916 1917 1918 1919		3378	3/6 3/6 3/6 3/6 3/6 3/6	f 33x <sup>3</sup> / <sub>4</sub> f 32x1 f 32x1 f 32x1 31x1	Wil.	1917 1918 1918 1918 192	A-B-C G & D T T	3 334 3 334 3 334 3 334	1 14 f 1 14 f 1 14 f 1 % f	2534x11/8 2534x11/8 2534x11/8 2534x11/8 2534x11/8 2534x11/8	Harroun. Hatfield.	191	8 7 AA-1 8 AA-1 6 H	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	4 8/6 V 1/4 V 1/4 8/6 V	40x <sup>3</sup> ⁄ <sub>4</sub> -28° 40x <sup>3</sup> ⁄ <sub>4</sub> -28°

-			PIST(	N S	FAN BELTS	MIK		E	PISTO		AN BELTS				PISTON RINGS	FAN BELTS			PISTON RINGS	FAN BELTS
CAR				of Groove		CAR			er Used	of Groove		CAR			Number Used Bore Width of Groove	1	CAR		er Used	
Hatfield	Year 1916			Width	Size	Jackson	Xear 1915	4-68	Number Bore	3/6	Size	Lewis	Year 1915	Mile	2,31/2,3/61		Marmon .	X ear Wodel	Number Bore Width of	odk V  45x5/8-33°
	1916 1917 1918 1919	K A A A	3 334 3 334 3 334 3 334 3 314 3 314	16 16 14 14 14 14 14 14 14 14 14 14 14 14 14			1916 1916 1916 1917 1917	68 34 348 349	3 3 ½ 3 3 ½ 2 2 7 % 3 3 3 3 3 3	3/e f	335/8x11/4 335/8x11/4 335/8x11/4 335/8x11/4 335/8x11/4		1519 1915 1915 1916	6-6	2 3 ½ % 2 3 ½ % 1 3 ¼ % 1 3 ¼ ¼ 2 3 ¼ ¼ ¼ 2 3 ½ ¼ ¼ 3 3 ½ ¼ ¾		Martin Mason	1921 34 1914	3 3 4 1/4 3 5 1/6 1/6 3 4 1/6	44x3/4
Haynes	1914 1914 1914	27 28	3 31/2 3 41/4 3 41/4 3 41/4 4 41/4	4 . 4 4 4	. 33¼x1	Jeffrey	1918 1918 1921 1914	349 350 6–38 4	3 3 3 3 3 3 3 3 3 4	%6 f	335/8x11/4 335/8x11/4 335/8x11/4	Liberty	1916 1916 1917 1918	Touring 10-A 10-A 10-B	2 3 ¼ ¼ 3 3 ½ ¾ 3 3 ¼ ¾ 3 3 ¼ ¾ 3 3 ¼ ¾ 3 3 ¼ ¾	f 33 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> f 33 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> f 33 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub>	Maxwell	1915		
	1915 1915	32 30 33	4 414 1 3 31/2 3 31/2	4 f f f f f f f f f f f f f f f f f f f	33¾x¾ 33¾x¾		1916 1916	6 Chest 6 Chest 6	3 3 1/4 3 3 3/4 3 3 3/4	1/4 1/4 5/32 5/32 1/4		Lincoln	1921	10-C 10-C Leland B	3 31/8 3/6 3 33/8 3/6 3 31/4 3/6	f 3334x34 t 3558x14 f 401/2x114		1916 25 1915 25 1916 25 1917 25 1918 25	3 5 8 14 14 3 3 5 8 8 14 4 8 3 3 5 8 8 14 8 18 8 18 8 18 8 18 18 18 18 18 18 18 1	f 42x1¼ f 42x1¼ f 42x1¼ f 42x1¼ f 42x1¼ f 42½x1½
	16-7 16-7 16-7	35 36 37 40	4 3½ 4 3½ 4 3½ 4 3½ 4 3½ 4 2¾	16 f 16 f	35x <sup>3</sup> / <sub>4</sub> 35x <sup>3</sup> / <sub>4</sub> 35x <sup>3</sup> / <sub>4</sub> 35x <sup>3</sup> / <sub>4</sub> 35x <sup>3</sup> / <sub>4</sub>	Jones	1917 1915 1916 1915 1916		3 3½ 3 3¾ 3 3 3 3 3 3 3 3½ 3 3½ 3 3½ 3 3	3/16 f 5/16 · 5/3/2 · 5/3/2 ·	35¼x1	Lippard- Stewart	1916 1916 1916 1916	B	3 314 3/6 3 33/4 3/6 3 33/4 3/6 3 33/4 3/6		Maxwell.	1919 25 1920 25, 1st 1 1920 25,2nd 1919	t	f 421/4x11/2
	16-7 1917 1917 1917 1917	41 38 39 43	4 4 14 1 3 1 2 3 3 3 1 2 3 3 1 2 3 3 1 2 3 3 1 2 3 3 4 4 3 3 1 2 3 4 4 3 3 1 2 3 4 4 2 3 3 4 4 2 3 3 4 4 2 3 3 4 4 2 3 3 4 4 2 3 3 4 4 2 3 3 4 4 2 3 3 4 4 2 3 3 4 4 2 3 3 4 4 2 3 3 4 4 2 3 3 4 2 3 3 4 4 2 3	% f f f s f s f s f s f s f s f s f s f	35x¾ 35x¾	Jordan	1918 1919 1919	27 27 28		V	41x <sup>5</sup> / <sub>8</sub> -60° 40 <sup>3</sup> / <sub>4</sub> x <sup>5</sup> / <sub>8</sub> -56°		1916 1916 1916 1916	BW C-W D-W M-B M-W	3 3 3 4 3 6 3 3 3 4 3 6 3 3 4 3 6 3 3 4 3 6 3 3 4 3 6			1917 EW 1917 FW 1917 D 1918 EW 1918 FW	3 55 8 3 3 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3	
	1918 1918 1918 1920 1921	38 39 44 43,44,44r 47	4 3½ 4 3½ 4 2¾ 1 2¾	%6 · · · · · · · · · · · · · · · · · · ·	. 34%x7/8	o o dani.	1917 1918	C-60 17 1919 F	3 3½ 3 3½ 3 3½ 3 3½		40 <sup>3</sup> 4x <sup>5</sup> 8-56° 40 <sup>3</sup> 4x <sup>5</sup> 8-56° 40 <sup>3</sup> 4x <sup>5</sup> 8-56° 40 <sup>3</sup> 4x <sup>5</sup> 8-56° 40 <sup>3</sup> 8x <sup>3</sup> 4 31 <sup>5</sup> 2x1 <sup>1</sup> 4 36x <sup>3</sup> 4 63 <sup>1</sup> 2x <sup>7</sup> 8-38° 63 <sup>1</sup> 4x <sup>7</sup> 6-38°	Little	1917	M-B M-W F G	3 3 4 1/8 1/8 3 4 1/8 1/8 3 4 1/8 1/8 1/8 1/8 1/8 1/8 1/8 1/8 1/8 1/8		Mercer	1918 D 1914 35-G 1914 H 1914 M 1914 35K	3 4½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½	
Herschoff Herff-Br.	1915 1915 1916	4-16 4-40 6-50 4-35	3 43/8 3 41/2 1 3 4	%6 V	34½x <sup>7</sup> / <sub>8</sub> 34½x <sup>3</sup> / <sub>4</sub> 36x <sup>7</sup> / <sub>8</sub>	Keeton	1921 1915 1919 1919	H K-31 K-35	3 3 1/4 3 3 3/4 5 3 3/4 5 3 3/4	3/6 · · · V V	63½x½-38° 63½x½-38°	Giant	1918 1918 1918 1915	15-1 ton 16-2 ton 17-3½ton R	3 31/2 3/6 3 41/8 3/6 3 41/2 3/6 5 41/4 1/4	f 34½x2 f 45x2 f 39¾x2		1914 350 1915 22-70 1916 22-72 1917 22-73	2 438 14 2 334 34 3 334 34 3 334 34	f 32x1 f 32x1
Higrade	1917 1918 1921 1916	A A-18 166	3 31/2 3 31/2 3 31/2 3 31/2	4 6 6 7 6 7 6 7	x <sup>1</sup> / <sub>2</sub> 28x <sup>3</sup> / <sub>4</sub>	Kelly- Springf'd	1919 1919 1919 1919	K-45 K-50	5 334 5 334 5 334 5 412 5 412 5 412	4 4 4 V V V V V	63½x7%-38° 63½x7%-38° 63½x7%-38° 65x7%-38° 68½x7%-38° 68½x7%-38° 38½x7%-38°	bile	1916 1917 1918	M 5	5 41/2 1/4 5 41/4 1/4 3 41/4 1/4 3 41/4 1/4	v 53½x5%-28° v 53½x5%29° v 53½x5%29°	Mercury. Meteor Pa	1915 50	• • • • • • • • • • • • • • • • • • • •	f 32x1 f 321/5x1
	1916 1917 1917 1917 1917	176	333333333333333333333333333333333333333	% f f % f f	28x <sup>3</sup> / <sub>4</sub> 28x <sup>3</sup> / <sub>4</sub> 28x <sup>3</sup> / <sub>4</sub> 28x <sup>3</sup> / <sub>4</sub>		1921 1921 1921 1921	K-52 K-31, 34 K-35, 36 K-40 K-41	4	14 V 14 V	55½x 32½x		1919 1920 1920 1921	38-2 48-Ser 7		v 53½x3½29° v 53½x5½-28° v 53½x3¼ v 52½x3¼ 53¼x3¼ 32½x7½ v 41½x7½		1916 75 1916 80 1917 75 1917 80 1921 R, RR	3 414 14 3 31/2 %6 3 31/2 %6 3 31/4 %6 3 31/4 1/2 3 31/2 3/6 3 41/4	f 305/sx11/4
Holmes	1918	206, B A	1.4	16 f · · · · · · · · · · · · · · · · · ·	28x <sup>3</sup> / <sub>4</sub> 28x <sup>3</sup> / <sub>4</sub> 32½x <sup>3</sup> / <sub>8</sub>	Kent King	1917 1915 1916 1916	K-50, 60 C 8-D 8-D	4	1/4 3/6 7 7 7 7 8/6 f	535/8x 24½x1 24½x1	Lorraine Lozier	1915 1916 1916 1916	30 32 34	3	v 41%x5%	Metz	. 1915 22 1915 25 1916 22 1916 25 1917 22	3 4 4 4 4 3 3 3 4 3 4 3 4 3 4 3 4 3 4 3	
Hoover Houghton Hudson	1916 1914 1915	400 6–40 6–40	2 3 ½ 3 3 ¾ 3 3 ¼ 3 3 ½ 3 3 ½	% f	36½x1		1916 1917 1918 1919 1921	8- 8-E EE G	2 3 2 3 3 3 2 3 2 3	% f % f % f % f	24½x1 24½x1 25x½ 29½x1⅓ 30x1⅙		1917 1917 1917 1918 1918	32 34 82	3 378 14	V 41%x½ V 41%x½ V 41%x½ V 41%x½		1918 1919 25G 1920 1921 6 1915	3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	v 36x58 v 36x58 f 31x34 33x34 v 36x58
	1914 1915 1916 1917	6-54	3 41/8 3 41/8 3 31/2 3 31/2 3 31/2	16 f f	36½x1 36½x1 36¼x1 36¼x1	Kenworthy Kimball Kissel Kar	1921 1921 1921 1915		3 41/4 3 35/8 2 37/8	3/6 3/6 1/4 3/6	28½x¼ 38x¾ 42x2	Luverne.	1916 1917 1918 1915	P-5 P-5 P-5	3 33/4 3/6 3 4 3/2	V 41%x78	Michigan Hearse		3 3½ ¼ 3 3½ ¼ 3 3½ ¼ 3 3½ ¼ 3 3½ ¼	v 36x5%
Hupmo- bile	1921 1915 1915	0	3 314 3 338 3 334 3 334 3 334	f v v v v	347 x1 25x58 25x58 25x58 25x58 25x58		1916	4-32 6-42 6-42 100 pt. 6 6-42 C	2 37/8 2 35/8 2 35/8 4 31/4 2 35/2	3/16 f 1/4 f 3/16 f			1915 1916 1917 1918		3 4 3/6 3 4 3/6 3 4 3/6 3 4 4/2 1/4 5 4/2 1/4 3 4/2 1/4 3 31/2 1/4	v 36x34 v 36x34 v 36x34 v 36x34 v 36x34	Mitcheli	1918 B 1918 A	3 31/2 1/4	v 36x5/8 v 36x5/8
		NR NU NI 2 3	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16 V 16 V 16 V 16 V	25x5/8 25x5/8 25x5/8 25x3/6	Kline Kar	1919	CB-6	3 3 5/16 3 3 5/16 4 3 5/16 2 3 1/2	3/16 f 3/16 f 1/4	38x <sup>3</sup> / <sub>4</sub> 38x <sup>3</sup> / <sub>4</sub> 34	McIntyre McLaugh- lin	1915 - 1916 1917			UTA/4		1917 D-40 S 1918 C-42 1918 D-40 1918 E-40	3 3 1/2 1/4 3/4 3/4	
	1918 1919 1920	4 R R, R	112 Entrove 10		053/-5/ 45		1916 1917 1918 1919	6-42A 6-36 6-38 6-38 6-42-H	2 3 5 5 1 4 8 5 1 1 2 2 3 3 5 1 4 4 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	14141414		Mack Madison.	11015	AB AC T	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	v 37½x34 v 38x¾ f 33x1½ v 93½x1-45°	Moline	1920 1921 F-40 1921 F-42 . 1915 MK-50 1915 MK-40	3 334 36	f 33x1¼ f 33½x1¼ f 33½x1¼ v 4538x58 v 4538x58
Hurlburt		1½ ton 2 tons 3½ 6 tons	3 3 4 4 1 3 4 1 4 1 3 4 1 2 1 3 3 3 4 4 1 4 1 1 3 4 1 2 1 1 3 3 3 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1	4 .		Knox	1915 1915 16-7 16-7	0-991					1916 1916 1917 1917 1918	13	4 4 5 32 4 4 5 32 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	f 31½x5/8 f 31½x5/8	N	1916 MK-40 1917 MK-50 1917 6 1918 40C 1918 50		v 453 x 5 8 v 453 x 5 8
Imperial  Independent	1916 15-6	64	3 3 3 3 4 3 <sup>3</sup> / <sub>4</sub> 4 4 <sup>1</sup> / <sub>8</sub>	3/3/3/16	36x1¼ 36x1¼ 42½x1½	Krit	1915 1918 1918 1914 1915	Tractor 35 36 M M	4 5 4 5 4 5 3 3 3 4 3 3 3 4	1/4 V 1/4 V 3/6 ·	53x1-28° 53x1-28°	Maibohm	1921 1917 1917 1918	A B A	3 3 3 3 3 3 3 3 3 3 3 3 3 3	f 31½x5% 35x13/6 f 38x1 f 38x1	Moline Knight Tractor Monitor.	1919 MK 1920 J, R 1919 R-Road	3 334 3/6	v 453/8x5/8 f 453/4x13/4
Inter- Harvester	1916 1916 1917	H F H	3 3½ 3 3½ 3 3½			Lambert Lane	1914 1917 1917 1917 1918	B C F B	3 3 3 4 3 3 1/2 3 3 3/4 3 3 3/4 3 3 1/6	3/6 · 3/6 · 3/6		Marathor	1918 1919 1919 1921 1914	B B A B	2 31/8 %6 2 31/8 %6 3 31/8 %6 3 41/4 5/4	f 38x1 f 38x1 f 38x1 	Monroe.	1921 B-50,5: 52 1915 M-2 1915 M-2½ 1916 M-2	1 3 3 4 4 4 1 1 3 3 4 4 1 1 1 1 1 1 1 1	
Indians	1918 1918 1921 1921 1914	F.H P	3 3 1/2 3 3 1/2 3 3 1/2 3	f f	261/4x11/6	Lafayette. Larrabee .	1918 1918 1921	6 F 134 U K	3 334 3 334 3 334 3 34	%6 · %6 · V f	38x5/8 36x11/	Marion	1915 1914 1914 1915		3 31/8 3/6 3 41/4 5/6 3 41/2 3/6 3 31/2 1/4 3 41/4 5/6 3 41/4 5/6	V 10478A78		1916 M-3 1916 M-4 1917 M-2 1917 M-3 1917 M-4	3 3 3/6	4334x1½
	1915 1915 1915 1916 1916	F K S	3 334 3 41/8 3 43/4 4 31/2 3 41/4	14/4/4/4/4/	3414x114	Laurel Lennox	1921 1921 1917	W W	3 4 <sup>1</sup> / <sub>2</sub> 3 4 <sup>3</sup> / <sub>4</sub> 3 3 <sup>3</sup> / <sub>4</sub> 4 4 <sup>1</sup> / <sub>8</sub> 4 4 <sup>1</sup> / <sub>8</sub> 3 3 <sup>1</sup> / <sub>2</sub>	%6 f · · · · ·	53x1-28° 53x1-28° 53x1-28° 53x1-28° 53x1-28° 33x1-28°		1915 1915 1915 1915 1915	B G 4 6		v 253/8x5/8 v 253/8x5/8 v 253/8x5/8		1917 M-5 1918 6 1919 S 1919 7T 1919 8R	3 3 5 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 4 4 4	f 3534x1 f 3534x1 f 3534x1 f 3534x1
	1916 1916 1918 1918	R L T D	3 41/8 1 3 43/4 1 2 31/2 1 3 41/8 1	4/4/4/4/4/		Leach Lexington- Howard	1921	20-A,B, C, D M O	3 41/4	3/16 V	43x <sup>3</sup> / <sub>4</sub> 40 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> 40 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub>	Marie Handley Marmon.	1916 1917 1917 1914	K A B 41	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	v 255\28\5\6 v 365\28\5\6 v 365\28\5\6 v 365\28\5\6 v 365\28\5\6 f 315\28\6 f 315\28\6 f 325\28\1 f 325\28\1 f 325\28\1 f 325\28\1 v 425\28\4-33\0 v 425\28\4-33\0 v 425\28\4-33\0 v 425\28\4-33\0	Moon	1921	3 31/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3/4 3	f 447/sx13/s
Interstate	1915 1916	L 20,25,35 T T	3 31/2	3/6	265%x1		1916 1917 1917 1917	6-N 6-P 6-N O	3 41/8 3 41/8 3 41/8 3 41/8 2 31/4 3 31/4	14 V V f f f	40 <sup>3</sup> 4 x <sup>3</sup> 4 40 <sup>3</sup> 4 x <sup>3</sup> 4 38x <sup>3</sup> 4 38x <sup>3</sup> 4		1914 1915 1915 1915 1916	48 41 34 41	4 4½ 1/2 1/6 3 4¼ 1/2 1/6 3 33¼ 1/6 3 4¼ 1/6 3 4¼ 1/6	f 31½x¾ f 32½x1 f 31½x¾		1916 6-30 1916 6-40 1917 6-43 1917 6-66 1918 6-36	3 314 14 3 314 34 3 312 34 3 278 34	f  35½x½
Jackson	1917 1918 14–5 14–5	F 44	3 3½ 3 3½ 3 4½ 3 4½ 3 4½	16 .		Lexington Lewis	1918 1919 1921 1915	6-6R T 6-6	$\begin{array}{c c} 3 & 3 & 4 \\  & 2 & 3 & 4 \\  & 2 & 3 & 4 \\  & 2 & 3 & 4 \end{array}$	% f f % v % v	38x <sup>3</sup> ⁄ <sub>4</sub> 34 <sup>1</sup> ⁄ <sub>4</sub> x1 <sup>1</sup> ⁄ <sub>4</sub> x <sup>5</sup> ⁄ <sub>8</sub> -28°		1916 1917 1917 1918	41 34	3 3 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	f 32½x1 v 42½x¾-33° v 42½x¾-33° v 42½x¾-33°		1918 6-66 1919 6-36 1921 6-48 1921 6-68	3 3½ ¾ 3 3¼ ¾ 3 3½ ¾	f 33x½ f 31x1¼ v 39x¾

e alle		I SUSSE	PI	ISTON	FAN BELTS				PISTO		FAN BELTS			# 7 E		TON	F	AN BELTS				PISTO	8 1	FAN BELTS
CAR			er Used	e CGroo e		CAR			ber Used	or Groove		CAR			ser Used	of Groove			CAR			er Used	of Groove	
1	Year	Model	Number		Type		Year	Model	Number	Width	Size		Year	Model	Number	Bore	Type	Size		Year	Model	Number	Width	Size
Moore	1916 1917 1919 1920	30	2 3	31/4 % 31/4 % 33/4 %	f 32½x½	Overland.	1918 1918 1919	88-6 89-6 90	2 41/8 3 3 31/2 3 3 31/2 3 4 33/8 5	8 16 · · · · · · · · · · · · · · · · · ·	35¾x1 31x¾	Pratt Premier	1915 1915 1916 1917	50 6-50 6-56 6B	3 4 4 4 4 3	31/4 3/4 14 3/4 13/8 3/4	  v	423/4x28°	Sayers Six Scripps- Booth	1921 1915 1916	C	3 3 1/4 3 27/8	76 7	The state of the s
Muskegon Murray	11916	8	3 3 3	3 % 41/8 % 31/4 % 31/4 % 31/4 %	32½x1	Ow-Mag.	1919 1918 1918 1919	83-BOE O-36 M-25 W-42	2 4 1/8 3 3 3 3/4 3 3 3 1/2 3 3 4 1	8 16 · · · ·	33x1	Princess	1918 1918 1921	6C 6B 6D D	3	33/8 % 33/8 % 33/4 %	v v v	4234x88° 4234x98° 39x34		1916 1917 1917 1918	C-4 D-8 D	3 25/8 3 34/6 3 25/8 3 25/8	\$\frac{5}{32} V \$\frac{5}{32} V \$\frac{5}{32} V \$\frac{5}{32} V	33x5/-28°
MutualTr.	1918 1920 1921 1917	1918 2A,2AP 2A,2AP 17-34 18-35 18-36	3	31/4 %	f 37%x2 f 37%x2	Packard.	1914 1914 1914 1915	138 348 238 338	3 4 1 3 4 1 3 4 1	4/4/4/4			1917	F Pull-Jr Pull-Jr 424-	3 3 3	3 3 4 % 3 3 4 % 3 3 4 % 3 3 4 %	f f f	4234x28° 4234x88° 4234x98° 39x34 26x34 33x34 33x34	Seagrave .	1921 1915 1916 1915 1916	B-39 F F T	3 2 % 4 5 3 4 4 5 3 4 4 5 3 4	% V 1/4 V 1/4 ·	30½x5/8-28j 30¼x5/8
Nash Six	1918 1918	18-39 681	33334	31/4 1/4 31/4 3/4 31/4 8/4	v 41½x5%-28		1914 1915 1918 1918	548 3-25 3-35 3-25 3-35	10 (20 3) (20 1)	4446V	42½x¾-45° 42½x¾-45° 42½x¾-45°	R.C.H Pilliod Regal	1915 1917 1915 1916	Ser-1917 F D	3 3 3	31/4 3/6 41/8 1/4 33/4 3/6 33/4 5/	f f	26x34 26x34	Saldan	1916 1917 1917 1917 1914	F T S	4 534 4 534 4 534 4 534 4 534 4 534 4 534 4 434 4 334 4 334	14 14 14 14 14 14 14 14 14 14 14 14 14 1	
National.	1921 1915 1915 1916	6-81 A-A A-B High. 6	4 00 00 00	314 % 334 % 334 % 312 %	4234x34 f 3334x1	. Paige			3 3 4 3 3 3 3 3 3 1 8 3 3 3 1 8 3 3 3 1 8 3 3 1 8 3 3 3 3	16 f f f	421/2x3/4-45° 421/2x3/4-45° 421/2x3/4-45° 421/2x3/4-45° 451/2x5/8-45° 333/4x3/4 333/4x3/4		1916 1916 1917 1918	Lt-4 Regal 8 J J	3 3 3 3	3 1/2 1/6 3 1/2 1/6 3 1/2 1/6			buden	1914 1915 1915	49 48	4 43/4 4 33/4 4 33/4	14 . 36 f	37x <sup>3</sup> / <sub>4</sub> 37x <sup>3</sup> / <sub>4</sub> -60°
	1917 1917 1917 1917	6-81 A-A A-B High, 6 High, 6 A-C A-E A-F	60 60 60 60	3½ ½ 3½ ½ 3½ ¾ 3½ ¾	f 33x1 f 22x1 f 22x1 f 22x1 f 22x1		1917	646	3	f f	31x1 31x1 38 <sup>3</sup> / <sub>4</sub> x <sup>7</sup> / <sub>8</sub> 38 <sup>3</sup> / <sub>4</sub> x <sup>7</sup> / <sub>8</sub>	R. & V Raleigh Ranger Reliance	1918 1921 1921 1921	432 R A6-60 A-20	3 3 3	31/2 1/6 33/4 1/6 31/4 1/6 31/4 1/6	v f	29 <sup>3</sup> / <sub>4</sub> x <sup>5</sup> / <sub>8</sub> 18x1 <sup>1</sup> / <sub>8</sub> 35 <sup>1</sup> / <sub>2</sub> x1	Seneca Servica	1919 1921 1917 1917	H L 220 230	3 31/3 3 31/3 3 4 3 4	16 1 V 3/16 1 4 1 4 1 4 1 4 1	
	1916 1917 1917	12-A-D 12-A-H 12-A-D 12-A-H 22-A-K	20000	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	v 41/4x5-28 v 41/5x5-28 v 41/5x5-28 423/4x3 f 33x1 f 22x1 f 22x1		1919 1919 1921	6-40 655 6-42 6-66	3 31/2 3	ffff.	38%x1/g	Dhamington	1016	10A,20B E E M	3 3 2	31/4 3/6 31/4 3/6 31/4 3/6 31/4 3/6 31/4 3/6	f	33x <sup>3</sup> 4 26x <sup>3</sup> 4 26x <sup>3</sup> 4 29x <sup>3</sup> 4x <sup>5</sup> /8 18x11/8 351/8x1 35x2 451/2x7/8 38x <sup>3</sup> 4 451/2x7/8 38x <sup>3</sup> 4 451/2x7/4 451/2x7/4 451/2x7/4 451/2x7/4 451/2x7/4 451/2x7/4 38x <sup>3</sup> 4 451/2x7/4 38x <sup>3</sup> 4 451/2x7/4	Signal	1917 1918	275 300 300	3 41/3 3 41/3 3 41/3	14	
	1918 1918 1919	6	2 4	31/2 % 327/8 % 27/8 % 31/2 %	f 24½x1 f 37½x1	Pal. Sing Pan Am.	1914	G-5 6-55-E P-25	3 3 3 3 3 3	16 4 5 2 16 f	. 323/8x11/4 . 28x7/8 361/4x11/4 361/4x11/4		1915 1916 1916 1916 1916 1917 1917	S M N R	2 2 2 3	41/8 3/8 31/6 3/8 31/6 3/8 41/6 3/8	4444	38x34 45½x78 45½x78 38x34	Oignat,	1918 1918 1918 1918 1918	H J M	3 41/3 41/3 41/3 41/3	1 716 - 8 316 - 8 316 - 2 316 -	
Nelson	1921 1917 1918	Sex.BB Ser.BB	222	31/2 3/8 3/8 3/8 3/8 3/8 3/8 3/8	38x1¼	Parker	1921 1921 1921	A F-20 J-20	4 31/4 3 3 4 1 3 41/2 1 3 43/4 1	16 f f f f	36¼x1¼ 38x2 38x2 39½x2		1918	S M N T	33333	41/8 % 3% % 3% % 41/8 %	f	38x <sup>3</sup> ⁄ <sub>4</sub> 45½x <sup>7</sup> ⁄ <sub>8</sub> 45½x <sup>7</sup> ⁄ <sub>8</sub>	Simplex	1914 1914 1914 1915	A-2 B-2 D S'plex E	3 47 3 53 3 53 3 53 3 53	5/6 V 5/6 V 5/6 V 7/32 V	38x <sup>5</sup> / <sub>8</sub> 41x <sup>3</sup> / <sub>4</sub> 41x <sup>3</sup> / <sub>4</sub> 41x <sup>3</sup> / <sub>4</sub>
New Era. Noble Tr.	1919 1921	D-4-29 Simp'ty	4 3	31/8 % 31/4 5 31/4 5 41/8 %	II 130 %X1 %	Par-Pal'r Paterson	1915 1916 1915 1915	32 32 4–32 6–48	3 31/2 8 3 31/2 8 3 31/2 1 3 31/2 1	16 · · · · · · · · · · · · · · · · · · ·	31½x¾		1917 1919	M 	3	3 1/26 1/26 	fff	45½x7 <sub>8</sub> 38x <sup>3</sup> 4 38x <sup>3</sup> 4 45½x7 <sub>8</sub> 35x <sup>9</sup> 6-28°	Singer	1917 1915 1916	CraneS- Five	5 3 43 3 43 5 4 . 5 4	8 7/32 V 8 7/32 V 8 8/6 ·	38x54 38x54 41x34 41x34 41x34 42x74 42x74
Norwalk	1915 1915 1915 1916	C D F	3 3	4 14 4 14 31/8 14 4 14			1917 1917 1918 1918	M-20 32 32 4-32 6-48 6-42 6-45 6-45 6-45 6-46 6-50 6-Cv	3 3 4 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	444444	31½x¾ 31½x¾ 31½x¾ 31½x¾ 31½x¾ 31½x¾	Republic .	1920 1921 1914 1917 1918	4-Cyl. 9	3 3 3	3 1/6 1/6 4 1/4 1/4 3 1/4 1/6	 v	35x <sup>9</sup> / <sub>6</sub> -28° 39½x <sup>7</sup> / <sub>8</sub> 41x <sup>5</sup> / <sub>8</sub> 30¾x1	Skelton Spaulding	11921	18 	54	% 1/8 · · · · · · · · · · · · · · · · · · ·	39½x1 32½x1
	1916 1916 1917 1917	D F C D					1915	74	2 21/8		32x11/8	Revere	1920 1921 1918 1918	9 10E A B		:::	f	3614x11/2	0 1 11	1916 1915 1916 1915	H I B-16	3 4½ 3 4½ 3 3¼ 4 4½	1/4 1/4 1/4 1/4 1/4	
Noma N'way Tr	1921	18 4-30 KS	33333	31/8 1/4 3 1/2 5/4 31/4 3/4	fx34 35x34 v		1915 1915	7B 7C 8A	3 31/2 3 3 31/2 3	16 16 16 16 16 16 16 16 16 16 16 16 16 1		Richmond	1918 1921 1916 1 <u>9</u> 16	C CD 4–35 H-6-50	3 3 3	13/8 1/2 11/4 1/4 1 1 1/4 1/4		31x1¼	Stafford States Standard.	1917 1915 1916	B 6 F-8	3 4 <sup>1</sup> / <sub>8</sub> 3 3 <sup>3</sup> / <sub>4</sub> 3 4 3 3	3/6 · 3/6 ·	
N'way Tr. Oakland	1915 1915 1916 1916	49	3	21% %	v 30½x5/8-28	0	1916 1916 1917 1917 1917 1917	2B 2C 2D 3A	3 27/8 3 3 27/8 3 3 27/8 3 3 27/8 3 3 27/8 3	16 .		Roamer	1917 1917	RA-6-45 RAC-54 RAH-6-	3333	3 /8 3 /2 3 /8 3 /2 3 /8 3 /2 3 /8 3 /2		40%-1¼ 3ix1¼	Stanley	1917 1917 1918 1921	F G	3 3 3 1/4	3/16 ·	
,	1917 1917 1917 1918	50 52-B 34 34-B	3 3 2	3½ % 21% % 21% % 21% % 21% %	v 30x-%-28° v 30½x5%-28° v 30x5%-28° v 30x5%-28° v 30x5%-28° v 30x5%-28°	Patriot	1917	3B 3C 34 Ton	3 27/8 8 3 27/8 8 3 27/8 8	16 .	311/8×11/4		1918 1918 1919 1921	D-4-75 C-6-54 C-6-54 4-75E			f v	32x1 37½x5/8		1916 1918 1918	735	444444	5/16 - 3/8 - 3/8 -	
Ogren	1919 1920 1921 1916 1917	34-B 34-C 6-50	3 .33	21% % % 33/4 % 33/4 % 33/4 %	v 30x58-28° v 30x58-28° v 3012x58-38		14-5 14-5 14-5 1915	34 Ton 38-6 48-6 60-6 D D EE 54 55 FF	3 4 3 3 4 3 3 3 3 4 3	16 .	31½x1¼	Robinson	1921 1916 1916 1917	6-54E Whale Jumbo Whale	3 4	3½ 3/6 3½ 3/6 3½ 3/8 3½ 3/8 3½ 3/8	v 		Stanwood Stearns	1914 1915 1914	A-21 SK-4 SK-4 SK-6	2 414	38 .	32½x1¼
Old Hickory	1918	M	3 3 3	31/4 8/4 31/4 8/4 31/4 8/4	v 37½x¾ v 37½x¾		1915 1915 1916 1916	54 55 FF 56	3 3 3 4 3 3 3 1 4 3 3 3 1 4 3	16 - 16 - 16 - 16 - 16 - 16 - 16 - 16 -		Rock Falls Rolls-	1918 1920	Jumbo 9000 Ambul 13, 14	3 3	31/4 3/8 31/4 3/6	::	36¼x1½ x1¼		1915 1915 1916 1917 1918	SK-6 SK L-4 SK L-4 SK L-4	2 4/4 2 41/4 2 41/4 2 33/4 2 33/4 4 33/4 3 33/4 3 31/4	3/8 3/8 3/8 3/8 3/8	34¾x%x28°
Old Rel'le	1918 1921 1921 1921	M A B, C D	33333	314 % 4 14 414 14 434 14	v 37½x¾ fx2 fx2 fx2		1917	2d Ser-57 56 2d Ser-57 56	3 31/4 3/3	16		Rowe Tr.	1921 1916 1917 18-9	C .	3 3	1½ 3¼ 3¼ 3¼ 3½ 3½	v  f	x5/8 311/sx11/4	2	1918 1917 1920	8 SK-8 SKLA Light-4	3 334 3 314	3/6 · · · 3/8 f	22x1 39x5/8-28 22x1
Oldsmobile	1915 1915 1915	55 42	30 30 30 30	5 1/4 41/4 5/6 41/4 5/6 31/2 1/4	fx2		16-7 16-7 16-7 16-7	2d Ser-57 56 TC-3481 TC-2 3 ton 4 ton 5 ton 56 Ser-6				Rush	1917 1918 1915 1915	D E 6–3 <b>0</b>			v	31½x1¼ 38x5⁄8 38x5⁄8 38x5⁄8	Stevens-	1921 1918 1921	SKL-4 70 Ser-80	2 334 3 334 3 314 3 314	1 1	T 100 00 00 00
	1916 1916 1917 1918 1918	44 45 37	4 4 3 4	27/8 % 27/8 % 27/8 % 21/6 % 21/6 %	v 371/x34 v 371/x34 v 371/x34 f .x2 f .x2 f .x2 f .x2 f .x2 v 441/x34-38 v 444/x38-38 v 444/x38-38	Pennsy Piedmont.	1010	T'r Run M	3 31/4 3/1 3 31/2 3/1 3 329 3/1 9 329 8	16	5834x54-28° 5834x54-28° 5834x54-28° 5834x54-28° 5834x54-28°	Sandow	1915 1916 1917	1½ ton 1½ ton	3 3 4 3 4 3 4	7/8 5/6 1/8 1/4 1/8 1/4 1/8 1/4			Duryea Sterling Tr Stewart Tr Stoughton	1919 1920 1920		3 4 7/6	f	47½x1½ 37¼x1½ 39¼x1½ 40¾x1½
	1918 1918 1918 1919 1919 1921	45-A 45-B 37A 37-A	4	27/8 3/6	v 44x56-38° v 44x56-38° v 3034x56-38° v 3034x56-38 . 3032x56 . 4432x34	Pierce-Arrow	1921 1914	6 38C-2	3 3 1/4 3/4 4/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1/4 1	16	. 29x¾		1917 1918 1916	2 ton 3 ton	3 4 3 4 3 4	1/8 1/4 1/8 1/4 1/8 1/4 1/8 1/4 1/8 1/4	f	383/8×3/4	Studebake	1921 1921	D F EC	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	1/4 1/4 3/6 f	x134 x2 x21/2 31x1 31x1
22	1917 1918	45	3 33 53 6	21/8 1/8 33/4 1/8 31/4 1/8	44½x¾		1914 1915 1915 1915	48B-2 66A-2 38C-3 48B-3 66A-3 38C-4 48B-4	4 5 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1		Sanford	1917 1918 1918 1918	3 ton 3 ton 25 35	3 4 3 4 3 4	1/2 1/4 1/2 1/4 1/8 3/6 1/2 3/6	f f	37¾x¾ 38¾x¾		1916 1916 1917 1917	ED SF-7 ED SF-7	4 37/8 4 37/8 4 37/8 4 37/8	5 32 5 32 5 32 5 32 5 32 5 32 5 6 5 32 5 6 6 7 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8	31x1 31x1 31x1 31x1 31x1
Orleans  Overland.	1921 1921 1921 1915	A B C 80	4 4 4 9	33/4 %6 4 3/6 41/4 3/6 41/6 3/	fx2 fx2 fx2 fx2 f 3534x1		1916 1916 1916 1917	48B-4 66A-4 38C-4 48B-4	4 41/2 93/4 4 4 4 4 4 5 3 4 4 4 5 3 3 4 4 4 93 5 3 4 4 4 93 5 5 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1	39x54-45°	Saxon	1918 8 1915 8 1915 8 1916 8	A Six	3 2 3 2 3 2 3 2	7/2 % 5/8 % 7/8 % 7/8 % 7/8 %	fff	383 x x 3 4 373 x x 3 4 373 x x 3 4 35 x 1 35 x 1	I .	1918 1918 1918 1919 1919	EH SH EH	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	%6 f %6 f %6 f	31x1 31x1 31x1 31x1
	1915 1915 1916 1916	81 82 75 75-B	3344	4 31/2 3/6 31/2 3/6 31/8 3/6 33/8 3/6	f 32x34 f 32x34		1917 1918 1918 1918	66A-4 38C-4 48B-4 66A-4 48B-5 38C-5 66A-5	3 5 3 4 1 4 1 4 3 5 5 9 9				1916 1917 1917 1917 1918	3-5	32233333333	7/8 %6 7/8 %6 7/8 %6 3/4 %5 7/8 %	ffff	35x1 35x1 35x1 35x1 35x1		1919 1921	SH EG EH-6	4 3½ 3 3½ 4 3½ 4 3½ 3 3½	%6 f %6 f %6 · · · %	31x1 31x1 33 <sup>1</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> 33 <sup>1</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub> 25 <sup>3</sup> / <sub>4</sub> x <sup>3</sup> / <sub>4</sub>
e de	16-7 1917 1916	85 85-6 83 83-BOE	2 2 2 2	4 3 3 4 3 4 3 4 4 4 4 4 4 4 4 4 4 4 4 4	f 32x34 f 32x34 f 3534x1 f 32x34 f 35½x1 f 35x1		1921 1916 1917	6–45 6–45	3 4 3/8 3/8 3/8 3/8 3/8 3/8 3/8 3/8 3/8 3/8	V V	39x <sup>5</sup> / <sub>8</sub> -45° 38 <sup>2</sup> / <sub>32</sub> x <sup>5</sup> / <sub>8</sub> 32x <sup>3</sup> / <sub>4</sub>	Sayers & Scoville	1919 1916 1917	Y-18-6cy H&A H&A Tr			۷	41/4X%	Stutz	1914 1915 1915 1915	21 E F C	3 3 1 8 4 3 1 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4	1/4 1/4 1/4 1/4	
	1917 1918 1918	90 90 P L D 35-6B	4	33/8 3/6 33/8 3/6	f  31x3/4 f  331/2x7/g f  36x1	Pratt	1918 1921	6–45 6–45	3 31/8 3/4 4 31/8 3/4 3 31/6 3/4	6	32x3⁄4		1918 I 1919 I	HA B	2 3	1/4 1/4	VV	41¼x5/8 11¼x5/8 41¼x5/8 41¼x5/8		1916 1916 1916	E F	3 43/4 3 43/4 3 43/4	1/4 1/4 1/4 1/4	

					78		
ÇAR	Year Model	Number Use Bore Width of Groove Type Type Size	CAR Kear Model	Number Used Bore Width of Groove Tyce Size	Vear  Model  Multiport Groove  Type  Type  Size	CAR read William No.	Number User   Nu
Sun	1919 475 1921 445 1914	3   434   34   34   34   34   34   34	Tulsa	5 334 % f 31/xx4 7 334 % f 31/xx4 7 334 % f 31/xx4 7 334 % f 31/xx4 8 33 1/2 f 31/xx4 8 334 % f 31/xx4 8 334 % f 31/xx4	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Wil.K'ght 16-1 788-8 1918 88-4 1918 88-3 Winther 1921 61 Winton 1915 21 1915 21A 1916 21A 1917 21A 1916 22A 1916 22A 1917 22A 1915 22 1917 22A 1918 33 1918 48 1918 22 1919 33-48	3 334 34 34 3554x114 4 412 34 334 34 34 3554x114 3 334 34 34 3554x114 3 334 34 34 3554x14 3 334 34 34 34 3554x14 3 334 34 34 34 34 34 34 34 34 34 34 34 3
	1917 R 1917 S 1918 5 ton 1918 6 ton 1919 A 1921 C 1919 A 1921 JAA	3 3 3 4 3 6 3 3 3 4 3 6 3 3 3 4 5 6 1 4 3 4 5 6 1 4 3 4 5 6 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7	1918   38   1919   39   1920   48   1920   34   1921   48   1921   48   1921   B   Johnson   Watson	. 2 3 1/2 1/4	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Witt-Will. 1921 P	W 4316x56-40°

# Spark Plug, Head Light Lens and Exhaust Pipe Sizes for Cars and Trucks from 1915 to 1921

SPARK PLUGS-L means Long; S means Short; EL means Extra Long; M means Metric.

				SF	AKK	FLUGS	-11	icans L	ong, s	mea		ort; EL me				,		1		-	170
CAR	Year	Model	Opening in Rim Outside Dismeter	g Size	Outside EXHAUST Diameter PIPE	CAR	Year	Model	Opening in Rim Cutside Uniside Diameter	g Size	Outside Exhausr Diameter Pres	CAR	Year	Model	Opening Headling Headling		Outside Exhaust Diameter Pipe	CAR	Year	Model	Opening in Rim (Outside Diameter Type Size Spark Plug Size Outside Diameter
Abbott- Detroit.	1015	Road Tour 8-80 6-44 8-80	k 1	1	11/2	Armlede	r. 1916 1916 1918 1918	HW KW KW-2 KW-3½		7/8	2½ 2½ 2½ 2½ 2½	Biddle	1919 1920 1917 1917	H-3 H-3 4 Tour 4 Road		9 <sup>3</sup> / <sub>8</sub> 9 <sup>3</sup> / <sub>8</sub> 9	. 21/4	Cadillae.	1014	13 All All All	7 8 12
Ace Acme	1918 1921 1918	644 All 2½T 1 ton 35A		. 1/8	2½ 2½ 2½ 2½ 2¼ 2¼ 2 2 2	Atterbu	1921 1921 1921 1921 1921 1921 1920 1921 1921	HW KW KW-2 KW-3½ 20-1T HW-2½ KW-3½ A-3½ A-3½ B, B1 C, CX 20R, 7CX 7D, 8E 4-40,6-4(6-6-40,38,44 6-39,44 6-40,48	734 81 734 81 734 81 734 81 612 8 612 8 612 63 512 63 512 63 9 10 9 10	7/8 7/8 7/8 7/8 1/8 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	21/2 21/2 21/2 21/4 21/4 21/4 21/4 21/4	Bourne Magnetic Tr.) Bour- Davis Brewster	1916 1917 1918 1918 1920 1921	V M-2 16 17 18A 18B	8	9 9 9 <sup>3</sup> / <sub>4</sub> 11 7/ <sub>8</sub> 9 <sup>5</sup> / <sub>16</sub>	2 2 21/4 21/4 2 21/2 21/2	Cadillac Tr  Cambl.p. Capitol  Case  Chadwic Chalmer  Chandle	1918 1919 1920 1921 1916 1916 1917 1917	Type 57 Type 57 Type 57 59 1 ton B 1 ton F 1 ton B 1 ton F "Four"	7 8 25 834 914 74 914 14 834 914 14 834 914 14 8 8 8 8 8 8 8 14 934 74 3 934 74 3 934 74
Allen	1921 1915 1915 1916 1917 1918 1919	38, 40 33,34,35 37 41 43	10 6 6 <sup>1</sup> / <sub>8</sub> 8 <sup>1</sup> / <sub>4</sub> 9 <sup>1</sup> / <sub>9</sub> 91 8 <sup>1</sup> / <sub>2</sub> 9 <sup>1</sup> / <sub>9</sub> 17 <sup>3</sup> / <sub>4</sub> 10 <sup>1</sup> / <sub>9</sub>	2 7/8 2 7/8 46 7/8	134 134 134 134 134	Austin.	1916 1917 1918 1919 1920 1916	6-40,38,45 6-39,44 6-44,6-39 6-29, 39 6-39HKF 666	9 10 9 10 85/8 91 81/2 91 91	2 1/8 1/8 1/8	21/4 2 2 21/4 2 3 3	Briggs-	1918 1919 1921 1916	41 41 O2 C5	85/8 71/2	956 956 958 938 1/2 858 5/2	2½ 2½ 2½ 2½ 2½ 2½ 2½ 2¾	Capitol	. 1921 1921 1921 . 1915 1916 1917 1918	K-2½ K-2½ H2½,M3 14 T-17	8½ 9¾ 7½ 8½ 9¾ 7½ 7½ 8½ 7½ 0 8½ M 0 8½ M 8¾ 9¾ 7½ 8½ 9½ 7½ 9 6½ 7% 9 6½
Lancia Alco All-Amer. Allen Alter Amer.Six	1915 1916 1917 1914 1913 1914	4-27 C EF-17 50 Scout	83 85 83	4 37	 i¼	Autocar	1918 1919 1919 1921 1921	Highw'y Highw'y XXI-F XXI-F,G XXVI- B, Y	8 75 5 75/8 95	8 1/8	134 134 21/2	Detroit Brinton Briscoe	1916 1916	4-38 8-38		7½ 7½ 8 	2 <sup>1</sup> / <sub>4</sub> 1 <sup>1</sup> / <sub>2</sub> 1 <sup>3</sup> / <sub>4</sub>	Chadwid Chalmer	1919 1920 1921 1916 1915 1915	V 121 124 126 126 126-B	834 934 76 972 76 876 912 76 9 672 714 834 774 838 714 838
Ames	1819 1920 1914 1914 1914	B-30 B 44 45	9 91	78 12 78 178 178 178	13/4 21/4 21/4 21/4 2 2 2 2 2		101	00	ALC GOOD SHILL	1/2 1/2 1/2 1/2 7/8 7/8 7/8 7/8 7/8	21/4 21/4 21/4 21/4	Brockwa	1918 1919 1920 1921 v 1919	T-24 4-24 4-24 4-34 5H	8 7	10 8 8 8 8 7 7 8	23/9		1918 1918 1918 1918 1918	32(6-40) 35(6-30) 32(6-40) 35(6-30) 35A	7 <sup>1</sup> / <sub>4</sub> 8 <sup>3</sup> / <sub>8</sub> 10 <sup>3</sup> / <sub>8</sub> 10 <sup>3</sup> / <sub>8</sub> 10 <sup>3</sup> / <sub>8</sub> 10 <sup>3</sup> / <sub>8</sub> 9 10 <sup>1</sup> / <sub>2</sub> 7 <sup>2</sup> / <sub>8</sub>
Amplex	191 191 191 191 191	K 6 EK 7 Road		M 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8 7/8		Beggs Bell	191 191 192 191	9 B 9 C 1 T20 6 A-16 7 A-17	93 99	7/8	214 214 214 212 212 212 214 214 214 214		1920	S 21/4	7½	7%	23/8 21/4 L L	Champi-	1917 1918 on 1916 1916 r. 1914	35 6-30 A B 	738 838 74 812 912 914 914
Anderson	191 191 191 191 191 191	6 200A 7 200A 6 300A 7 300A 8 43	9 9 9	1/2 7/8 1/2 7/8 3/4		Ben Hu Bessem	r 191 191 191 er. 191 191	8 18 7 17 8 17 5 A 5 C	9 9 9 9	1/2	134 214 214 214		1918 1918 1918 1918 1918	C-25 C-36 37 5 54 5 55 5 C-4	71/2 71/2 71/2 71/2 71/2	81/2 7/ 81/2 7/ 81/2 7/ 81/2 7/ 81/2 7/ 81/2 7/	L 2¼ L 2¼ L 2¼ L 2¼ L 2¼ L 2¼	Chase	191 191 191 192 192 192	89 0 Ser 20 1 N.S.192 8 0–173	8½ 9½ 8½ 9½ 9½ 9½ 9½ 1034 ½ 1034 ½ 1034 ½ 1034 ½ 1034 ½ 1034 ½ 1034 ½
Amplex Ams-Strl, Anderson Apperson Argonne	191 192 191 191 191 191 191 191 191	9 43 1 Sixes 40 4 4-45,55 4 6-45,60 5 4-40,6-4 6 6 6-60 6 8 7 6-17 7 8-17	8 10 9 9 8 8 8 8 8 8	7/8	21/4 21/4 21/4 21/4 21/4 21/4 21/4 13/4 13/4	Bethlel	191 191 191 191 191 191 191 191 191 191	9 A 9 B 9 B 1 T20 6 A-17 8 18 7 17 7 17 7 17 7 17 5 1 A 5 1 C 6 A 6 C 6 C 6 C 6 C 6 B 8 D-2 ton 18 B D-2 ton 18 B D-2 ton 19 B C 10 C	s 71/2 8 s 71/2 8 71/2 8 71/2 8 71/2 8	8 8 8 8 8 8 8 8 12 12 12 12 12 12 12 12 12 12 12 12 12	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		191 191 191 191 191 191 191 191 191	C-24 C-25 C-36 37 37 55 5 C-4 5 D-44 6 D-45 6 D-47 6 D-55 7 45 8 D-37 8 E-49 9 All	634 81/2 81/2 81/2	8 914	L L L L L L L L L L L L L L L L L L L		et 191 191 191 191 191 191 191 191 191	1	912 634 8 634 8 634 8 7 912 634 8 634 8
Argonne Astra	192	81 8-21	9 9 9 81/4 7	734 78	21/4	Biddle	19 19	16 C 16 D 17 D		7/8 7/8 7/8	21/4 21/4 21/4	Bush	191	9 A 3			$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		191 191 191	16 4-90 17 4-90	fa 8½
Argo	100000	6 All	8 9	1/2		* 3	19	18 D		3/8 7/8	21/4		191	9 D		3	8 21/2		19	17 Baby	Gr 8½

-			LENSES	<u> </u>	4		1		LENSES		1		1. 1		I PAGEG		NES:		<u> </u>		T TOATO	upal .	10.
TRAILI PAT			Headlights		Exhaust Pipe			4	Headlights		Exhaust Pipe	section (A)			LENSES Headlights		EXHAUST PIPE	Str. Chr.		10	LENS	_	EXHAUST
CAR				Plug Size		CAR				Siz	_	CAR			Ticadiignes	50		CAR	3.	2 14	Headlig	- Siz	
	Year	Model	Opening in Rim Outside Diamete	Spark P	Outside Diameter		Year	Model	Opening in Rim Outside Diameter	Spark Plug	Outside Diameter		Year	Model	Opening in Rim Outside Diameter	Spark Plug	Outside Diameter		Year	Model	Opening in Rim	Diameter Spark Plug	Cutside Diameter
Chevrolet	1918 1918	4-90 FABG	8½	1	2	Davis	1917 1917	6J	0.#   0.0     8½   8½	17/8	2½ 2½ 2½	Empire	1917 1917	51	0.5   0 A     91/2   91/2	1/2	21/4 21/4 21/4	Grant Truck	11918	10	O.⊞ 5		274
"Harayar"	1918 1919 1919	D-8 Cyl 490 FBGT	7 8 7½ 8½	7/8	13/4 21/8 2 2 2		1918 1918	6H 6I	81/2				1917 1918 1918	70A 50	91/2 91/2 91/2	/8	21/4	Great Eagle.	1915 1916 1917			7/8	2
	1920 1919	D4, D5	8		13/4		1919	6K HI, L&P J M 51 to 57	8 81/2	7/8	2 21/4 21/4	Enger	1919 1915	50	9 10	7/8	13/4 13/4	Great- Western	1915	40-A		1/2	
Cleveland Climber Clydesdale	1921 1921	S Six 120C	$ \begin{array}{c cccc}     7\frac{1}{2} & 85/8 \\     & 10 \\     7\frac{7}{32} & 7 \end{array} $	7/8 7/8 7/8	2 2.5 2½	Day Elder	1916 1916	DE-Jr DE-Sr DE-Jr		7/8	134 214 134	Erbes Erie	1917		9 10	7/8	2	H.A.L	1916 1916 1917	22	81/2	9½ ½ 9¼ ¼ 9¼ ¼	2 2 2
Cole,	1914 1914 1914	9-6 Big 6	$ \begin{array}{c c}  & 10\frac{1}{2} \\  & 10\frac{1}{2} \\  & 10\frac{1}{2} \end{array} $	7/8 7/8 7/8	2 . 5 . 2 . 2 . 2 . 2 . 2 . 2 . 2 . 2 .	3	1917 1921 1921	DE-Sr A, B C.D.F	71/2 81/4	7/6	134 214 134 214 214 216 234	Essex	1917	34 A-2½T	614 71/8	7/8	2½ 2 2	Hall	1918 1918	12 2-Ton	10	9½ 0½ ½ 4½ 5¾	
	1915 1915 1915	9-6 Big 6	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	7/8	$     \begin{array}{c}       2\frac{1}{2} \\       2\frac{1}{2} \\       2\frac{1}{2}     \end{array} $	De Dion Bouton.	1921 1915 1916	E EQ EQ	7½ 8¼ 10¼ 10¼	7/8 M			1921		71/4 85/8	M	2	Halladay	1918 1916 1917	3½-Ton 5-Ton S-Ser S-Ser		544	
	1915 1915	10-4 Std 4 Little 6 4-40	8½ 8 8½ 9 8½ 9 8½ 9	77/28/28/28/28/28/28/28/28/28/28/28/28/28/		Defiance DeKalb	1916	D & E Junior	81/4	7/8 7/8 7/8	2½ 2¼ 25/8	Fiat	1815 1915 1916	55 55	8½ 9½ 8½ 9	7/8	23/4	Handley-	1919	16 20	814 814 814 814 71%	914 34 914 34 914 34 914 34 812 76	21/2
4	1916 1916 1917	6-66 8-50	812 9 812 9 812 9 814 914	7/8	25/8 25/8 25/8	1 1-1 11	1919	E2½ E2		7/8 7/8 7/8	25/8 25/8 21/8 21/2		1916 1917 1918	55	8½ 9½ 10¼		23/4 23/4 23/8 23/4	Hanson Six	1921	54, 60	5	01/2 1/8	
4	1917 1917 1918	8-61 8-62	814 914 814 914 814 914 812 938	7/8	25/8 25/8 25/8	Denby	1915 1916	R		7/8	2½	Federal	1917 1918 1920 1921	WD	10		21/2	Harvard.	1916 1917			7/8 7/8 7/8	21/2 11/4 11/4 11/4
eixes	1919 1920 1921	Aero 870 All 870	8½ 9½ 9¼ ½8 9½	1/8	255/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/	erly)	1917 1918 1918 1918	12 13		7/8	2½ 2½ 2¼ 2¼	Ferris Ford	1915 1915 1916	Split'f GD	71/2 83/4 7 81/2 7 81/2 7 81/2	1/2	22111111111111111111111111111111111111	Harvey	1915 1916 1917 1918			7/8 7/8 7/8	2 2
Collier Columbia.	1917 1921 1917	M 22,2½T A	85/8	7/8 7/8 7/8	25/8 21/4 13/4	Denmo Detroiter.	1920 1917	K-12-B 10	43/4		2½ 2¼ 1¾ 1½		1915	Leece	7 81/2 7 81/2 7 81/2 7 81/2	1/2	11/2 11/2 11/2	Harroun.	1917	AA-1 AA-1		77/2 1/2	23 6 13 4 13 4 13 4 13 4 13 4
i -	1918 1919 1920	E	8 858 8 858 858	7/8	2 2 2		1915 1916	B-6	95/8	1/2 1/2	11/2	dok	1917	Heinze Genemot North-E.	7 81/2 7 81/2 7 81/2	1/2 1/2 1/2	11/2 11/2 11/2	Hatfield.	1920 1916 1916	H		77%	13%
Comet	1917	C, D, E, H, C, S	7½ 85/8	7/8	21/4	Dile	1917 1918 1916	6–46 6–45	95/8 81/2	7/9	21/2	Popular S	1915 1916 1915	West West Kemco	7 8½ 7 8½ 7 8½ 7 8½	1/2/2	11/2 11/2 11/2	nary -	1916 1916 1919	J K	81/4	914 7/8 914 7/8	
	1918 1920	C-50 C-51 C-53	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	7/8	21/4	Disbrow Dispatch	1916 1916	D G	85/8 85/8	7/8 1/2			1916	Kemco G & D Dyneto	7 8½ 7 8½ 7 8½ 7 8½	1/2/2	1½ 1½ 1½ 1½	Haynes	1919 1914 1914	C 26		914 7/8	176
Concord	1918	E. EP	8	7/8	21/4		1916 1917 1917	L N	85/8 85/8 85/8	1/2 1/2 1/2			1917	North-E. Berns St A-B-C	7 81/2 7 81/2 7 81/2	1/2	1½ 1½ 1½ 1½		1914 1914 1914	30 31		03/8 7/8 03/8 7/8	
Concordan	1919 1920 1921	B A-B		7/8 7/8 7/8		Dixie Dixie	1918 1916 1916	56 L	8½ 85/8 8½ 8½	7/8	23/8		1918 1919		7 81/2 7 81/2 81/2 31/4	1/2 1/2 1/2	11/2 11/2 11/2		1914 1915 1915	30 31	11	03/8 7/8 03/8 7/8 03/8 7/8	13/6 13/6 13/6 13/6 13/6 13/6 23/6 23/6 23/6
Cerbitt	1917 1918 1918	C B		7/8	13/4	Flyer	1917 1918 1919 1920	LS-35 HS-50	75/8 85/8 83/4	7/8	23/8 23/8	Fostoria Four- Wheel	1920 1916 1916 I	Stg.Ltg. Stg.Ltg.	71/8 31/2	7/8	1/2		1915 1915 1915	30	1	03/8 7/8 03/8 7/8 03/8 7/8	13% 23% 28%
Cortland Cart Crawford	1916 1917		10 10 8½	7/2	21/4	Dodge		HS-70	7½ 8¾ 7½ 8¾ 7¾ 8¾ 73/ 8¾	7/8	23/8 2	Drive	1919 1920 1921	3	6 63/8 63/8 81/4 93/8	78	21/2 21/2 21/2		1916 1916 16-17 16-17	35 36	9 1	03/8 1/8 03/8 1/8 01/2 1/8 01/3 1/8	
	1917 1918	6-35 6 17-40 18-6-40	8½ 9 9	7/8 7/8 7/8	214 214 214 214 214		1917 1918 1919		73/8 83/4 73/8 83/4 73/8 83/4	7/8/7/8	23/8 2 2 2 2 2 2 2 2	Franklin.	1914		8½ 9½ 8½ 9½	7/8	21/2 21/2 21/2 21/2 2		16-17 16-17 1917	40	9 1	0½ ½ 0½ ½ 0½ ¼	982
Crow Elkhart	1915	CE-30	8 10½ 8¼ 7½ 8½	7/8	17/8	Dorris	1920 1921 1915	Tour	73/8 83/4 73/8 9	7/8_	2			5 6 7	8½ 9½ 8½ 9½ 9 10¾ 9 10¾	7/8	2 2 2	k 5 5 5	1917	39	1	01/2 7/8 01/2 7/8 01/2 7/8	28/6 28/6 28/6 28/6
	1916 1917 1917	CE-30 CE-33 CE-35	7½ 83/8	7/8	17/8 17/8 17/8		1915 1916 1916	I IA-4 IA-6	9 9½ 9½	78L 78L 12L 12L	2½ 3 3 3 3		1916 1917	9	9 1034 8 858 8 858	7/8	2 1½ 1½		1918 1918 1918	43 44 38 39 44 38,39,39r 45-46 45 47 4-40 6-50 4-35 H-650 A-18 166	1	01/2 7/8 01/2 7/8 01/2 7/8	23/6 23/6 23/6 23/6 23/6 23/6 23/6 23/6
	1918 1919	K-32	1 X3/4	100000	2 21/4		1918	IB-6 IC-6 6-80	81/2 93/8 81/2 93/8 81/2 93/8 81/2 91/2	1/2L 7/8 7/8 7/8	3 3 21/2		1918 1919 1920	9 A-B8	8 9 9	7/2/28/28	1½ 1½ 1½ 1½ 1½ 1½		1919 1919 1920	38,39,39r 45-46 45	1	034	23/8 23/8 28/8
	1919 1919 1919	K-34 K-36 H-42 H-44 H-46	91/2 95/8	7/8	2 214 214 214 214 214 214 214	Dort	1915 1916	A	634 814	7/8 7/8 7/8	3 2½ 2½ 2½ 2¼ 2¼ 2¼ 2¼ 2¼ 2¼ 2¼ 2¼ 2¼ 2¼ 2¼ 2¼ 2¼	Friend Fulton Tr	1921 1921 1921		7 73/4 75/8 10	7/8	13/4	Herff-Br.	1921 1915 1915	47 4–40 6–50		87/8 1/8	23%
Cunning-	1919 1920 1914	H-55	91/2 95/8 91/2 95/8 91/2 95/8 85/8	7/8			1917 1917 1918 1919	9	634 814 634 814 634 814 758 814	7/8	2½ 2¼ 2¼ 2¼	G.M.C	1915 1917 1917	· · · · · · · ·		7/8 7/8 7/8	21/4 21/4 21/4	Higrade.	1916 1916 1921	4-35 H-650 A-18			
ham	1914 1914 1915		10½ 10¼ 10¼	7/8	1½ 1½	Drexel	1920 1916	10-10 4-60 7-60			214 214 2		1920 1921	K-15, 16 41,71,101	81/2		21/4 21/4 21/4	Hollier	1916 1916 1917	168 166	7 7	814 78 814 78	
	1915 1916 1917	V V-2 Ser	101/4 101/4 9 97/6		21/4 21/4 21/4	Drum- mond	1916	B-17	91/2 91/2 91/2 91/2	1/2 1/2 1/2	.::2	Gardner. Garford	1921 1917 1917	G 75 70	85/8	7/8	21/4		1917	A-18 166 168 166 168 176 178 188 206 206B	7 7 7 7 7 7 7 7	814 7/8 814 7/8 814 7/8 814 7/8 814 7/8 814 7/8 814 7/8 814 7/8	11/4 11/4 11/4 11/4
e Jan	1918 1919 1920	V V-3	101/4 101/4 103/4		21/4 21/4 21/4	Dupont Duty	1921	B-35 A	91/2 91/2	7/8 7/8 7/8	2½ 2½ 2¼		1917 1921 1921	66B 25-B 68-D	85/8 85/8	7/8	21/4	Holmes	1918 1920 1918	206 206B		8½ ···	11/2
Cutting	1920 1919 1914	50	1014		21/4 21/4 21/4 21/4 21/4 21/4 21/4 21/4	Edwards-	1913	25		78		Geronimo Gersix	1921 1919 1921	41,71,101 G 75 76 66B 25-B 68-D 70H-77D 6A, 45 K 15A,16,17 30 Lt.6-40	85/8 91/2	7/8 7/8 1/8	2½ 2¼ 2¼ 2¼		1919		81/4	914 78 914 914 76	2 2 2 2
Daniels	1916 1916	B	8½ 9½ 8½ 9½	7/8	13/4 13/4	Knight Elcar	1916 1916 1916	A B A	8½ 9¼ 8½ 9¼ 8½ 9¼ 8½ 9¼	7/8	21/8 21/8 21/8	Giant Glide				7/8 7/8 7/8	21/4 21/4 21/4	Hoover Hudson.	1917 1914 1915	15-A 6-40 6-40		91/4 7/8 91/4 7/8	1 2
	1916 1917 1917	A B	812 912 812 912 812 912 812 912 812 912	1/8	134 134 134 134 134 134 134 137 137 138		1916 1917 1917	B D E	9 10	17 17 17 17 17 17 17 17 17 17 17 17 17 1	13/8 21/8 21/8 21/8 21/8 21/4 21/4 21/4 21/4 23/8 23/8 23/8 23/8		1916 1916 1917	30 Lt.6-40 30	93/4 93/4 93/4	7/8	21/4 21/4 21/4		1914 1915 1916	15-A 6-40 6-40 6-54 6-54 6-40	81/6	914 78 914 78 914 78 912 78 912 78 914 78 914 78 9 78 9 78	21/4 21/4 21/4 21/4 21/4 21/4 21/4 17/8 2
	1918 1918 1919	В	834 938 938 938	7/8 	13/4		1917 1917	F G D-4	9 10 10	7/8	21/4 21/4 23/6	CI-1	1917 1918	Lt.6-40 6-40	85/8 95/8	7/8	21/4 21/4 21/4		1918 1919	Super6M Tour-Lim		9	21/4 21/4 21/4
Queb	1920 1921 1916	D, 19 D-19 C	81/4 9	7/8		- Tal :	1918 1919 1920	D-6 O, H G, K	91/9	7/8 	23/8 23/8 23/8 23/8	Globe Gramm- Bernstein	1914 1914 1915 1917 1917	B-10	81/2	7/8	21/4 21/2 21/2	Hupmo-	1920 1921 1915	O N-West		9 916 M	2½ 2½ 1½
	1916 1917 1917	E		7/8		Elgin	1916 1917 1918	6-S er 17	93/4 93/4 81/	72	21/4 21/4 2		1917 1917 1917 1917	70 70-B			21-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	bile	. 17	NQ NL NR	::::	7/8 7/8 7/8 7/8	2
Davis	1917	CC CC-4	9 10	7/8	21/2		1921	K Ser H K-1	8½ 8½ 10½ 8¼ 9½	7/8	2 2 2	Grant	1917 1920	75	73/8	 8	21/2 21/2 21/4			NU NI 2 3		81/8 7/8	2 2 2
	1918 1918 1916	38B 38C 6F	9 10 9 10 9 10	1/8	 2	Ellsworth Emerson Empire.	1917	Four	7 8 81		21/4	Grant	1914 1915 1916 1917 1918 1919	T-6 U K	7½ 8½ 7½ 8½	7/8 1/2 7/8 7/8	13/4 13/4 13/4		1918	4 R		81/2 7/8 81/2 7/8	2 2 134
	1916 1916 1917	6-G 6E 6H	9 10 10 81/2	7/8/8/8	2 21/4		1918 1916 1916	6 40 6 45 6 60	9 10 10	1 7/8 7/8 7/8	134 234 214 214 214		1918 1919 1921	K GL HX	83/2	7/8	134	Hurlburt	1920	R, R R 1 1½ ton	71/2	81/4 81/4 81/8 7/8	134 134 134 134 214 234
-	1917	16I	81/2	2 7/8	1		1917	7   50	9½	2/1/8	21/4		1		1. 10%	- -	19	Addiburt	1920	)	J::::	61/2	23/4

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			LENSE Headligh		Exhaust Pipe	y 1811			-	NSES llights		EXHAUST PIPE		le l	i N	Head		EXHAUST		en ei dalladi		LENS		EXHAUST
CAR	*		-	- Siz		CAR			-	Γ	g Siz		CAR	E			i	20	CA	R		Headli	Siz	
	ear	Model	Opening in Rim Outside	Diameter Spark Plug	Outside Diameter		Year	Model	Rim	Outside Diameter	Spark Plug	Outside Diameter		Year	Model	Opening in Rim	Outside Diameter	Outside Diameter		Year	Model	Opening in Rim	Outside Diameter Spark Plug	Outside Diameter
Imperial	1915	64	18 183			Koehler Krit	1918	K		ÕА 	1	2	Mabohm.	1918	A		71/617/6	1	Monr	oe 191	M-5 7 M-2	1.71/1	81/2 1/4 81/2 1/4	j
Adepen- dent	1916 15-1 1921		8 83	4 1/2	21/4 21/2 21/2	LaFayette	1914 1915	M M		91/8	1/2 1/2 1/2 1/2 1/2 7/8	13/4	Majestic	1918 1919 1921	В	77%	71/2 7/8 8 7/4 83/4 7/4	2		191 191	7 M-3 7 M-4 7 M-5	71/4 71/4 71/4 71/	81/2 7/8 81/2 7/8 81/2 7/8 81/2 7/8	
Inter- Harvester	1916	F		7/8	21/2	Lambert Lancier Lapeer	1914 1918			91/2	7/8		Marathon	1914 1915			1/2		1 1 1 10	191	8 6	N	81/2 7/8 81/4 7/8	13/4 13/4 13/4 13/4
Zia reste	1917 1917 1918	F H		7/		Laurel	1921 1921	U, K L, W		9	7/8 7/8	2½ 2¼ 2½ 2½	Marion	1915 1915		••••	10 7	21/4		191 192	9 8R 9 S-9, S-10 5 4-38		81/4 1 EI	
	1918	H	75/8 81/75/8 81/75/8 85/73/4 85/73/4 85/	2	11/2	Lennox	1915 1916 1920		8½ 8½	9	7/8 7/8		F 7 8	1915 1915 1915	B G 4		10 7/1 10 7/1 10 7/1	21/4 21/4 21/4		191 191 191	6-40 6-50 6-30		7 EI 7 EI 87/8 Z EI	21/4
ndiana	1918 1918	D R	734 85		2 23/8 23/8 23/8 21/2	Leach	11917		81/4	87/8	7/8 7/8		Marion-	1915 1915 1916	0	81/2	91/2 7/8	21/4 21/4 21/4 21/4 21/4 21/4 21/4		191 191	6 6-40 7 6-43 7 6-66		878 FEI 1078 78 1078 78	2 21/4 21/4
Internat'l			10	7/8	200000	Lexington- Howard	1915 1916 1916 1916	0 6-P	81/2 81/2 81/2	91/4 91/2 91/2	7/8/7/8		Handley Marmon	1917	A B 41	9	83/8 7/4 91/2 7/4 93/4 7/4 93/4 7/4		E List.	191 191	8 6-36 8 645 8 6-66		8½ 7/8 9¼ 9¼ 7/8	2½ 2½ 1¾ 2½ 2½ 2½ 2½ 2½ 2½
Mack.	• • • • • • • • • • • • • • • • • • •	G	81 81 81	2	$\begin{array}{c} 1\frac{1}{2} \\ 1\frac{3}{4} \\ 1\frac{1}{2} \\ 1\frac{1}{2} \\ 2 \end{array}$		1917 1917 1917	6-P 6-N	81/2	91/2 91/2	7/8 7/8 7/8	2		1915 1915 1915	48 41	91/2	101/2 7/8	21/2		192 192	6-66 6-48, 68	1	8½ 85/8 ½ 7/6	21/4
Interstate	1915 1916 1917	T T	93 95	8 1/2 8 7/8 8 7/6	2 2 2 2	Lexington	1918 1918	6-6R R	9	9½ 9½ 9½ 9½	1/8	2 2 2 2 2		1916 1916 1917	41 34 41	91/2 91/2 91/2	10½ ¼ 10½ ¼	21/2 21/2 21/2 21/2 21/2 21/2 21/2 21/2	Moor	e 191 191 191	30 7 30	81/6	9 7/8 7/8 7/8 7/8 7/8 7/8 7/8	13/4 13/4 13/4
Isotta- Fraschini	1918 1917 1415	F	9 103	4 78	2 23/8 23/8	Lewis	1920 1921 1915	S T 6-6	75/8	101/4	7/8	2 2		1917 1918 1919	34 34 34	87/8 9	97/8 7/8	21/2 21/2 21/4	Moye	r 191 191 191	9 30-C	81/2	91/2 1/8	13%
Jackson	1415 1915 1916 1916	46 6-48	9 103	4 7/8 7/8 2 7/8	23/8		1915 1915 1915	6-6			7/8 7/8 7/8		Mason Master				978		Musk Murr	egon 191 ay 191	6 Murray 8		914 74	
	1916 1916 1917 1917 1918	34 348 349	8½ 9½ 8½ 9½ 9½	7.7.8.8.8.8.8.8.8.8.8.8.8.8.8.8.8.8.8.8	2 2 15/8		1916 1915	Roadster Roadster Touring Touring			7/8		Maxwell.	1917 1917 1915 1914	8-48 50-6	: : : : : : : :	834 1/2	15 8 15 8 15 8 15 8 15 8 15 8 15 8 15 8	Mutu	191	7 8 1918		914 74 988 74	
Jeffrey	1918 1918 1914	350			13/8	Liberty	1916 1917	10-A 10-A 10-B	81/2 81/2 81/2	8½ 9½ 9½	7/8	2 2 2		1915 1916 1915	25 25	7½ 7¼ 7½ 7½	83/8 7/8 83/8 7/8 83/4 7/8	15/8 15/8	Mutu Nash	al Tr 192 Six . 191	2A,2AP 681 681	61/4	73/8 81/2 83/4	2½ 2¼ 2 2¼
	1914 1915	6	71/2 81/2 93 9 93 81/2 91/2 81/2 91/71/2 81/71/2 81/2 91/2	78/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/	2½ 2½ 2¼ 2¼		1919 1919 1920	10-B B 10C		91/2	1/8	2 2 2 2		1916 1917 1918	25 25 25	7½ 7½	834 76 834 78 876 78	15/8 15/8 15/8		191 191 192	9 681, 682 9 683, 684 0 685		83/4 83/4 81/4	21/2 21/4 2 2 2 2 2 2 2 2 2
	1916 1916 1917	Chest 6 Chest 6	81/2 91 71/2 81 71/2 81	7/8 7/8 7/8 7/8 7/8	21/4 21/4 21/4	Lippard- Stewart	1921 1915 1916	10-C M M	8%	9	1/8 7/8 7/8	2		1919	25 25, 1st lt 25, 2nd lt	7%	87/8 7/8 87/8 87/8	15/8 15/8	Natio	nal . 192 191 191	A-A A-B	10000	81/4	
Jones	1916 1915 1916			. :::.	21/4 21/4 21/4 21/4 21/4 21/4 21/4 21/4		1916 1916 1916	C D			7/8 7/8 7/8		Maxim Menomine	1917	5-Pass. EW	7%	87/8 7/8			191	High, 6 High, 6 A-C	8 8	9 7/8 9 7/8	21/4 21/4 21/4
	1918 1919 1919	27 28	75/8 85					C-W D-W		::::	7/8			1917 1917 1918 1918	D EW -	::::				191	7 A-E 7 A-F 6 12-A-D 6 12-A-H	8 8 8 8	99999999999999999999999999999999999999	21/4 21/4 21/4 21/4 2 2 2 2 2 2 2 2 2/4 2 1/4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Jordan	1920 1916 1917 1918	13 C-60	81/4 91 81/4 91	4 7/8	21/4	Little Giant	1916	M-W 15 15-1 Ton			7/8 7/8 7/8	917	Mercer	1918 1920 1914	D GJ		9 1/4	21/		191	7 12-A-D 7 12-A-H 7 12-A-K	8	9 7/8 7/8 7/8	2 2 2
	1919 1920 1920	1919 F	91 91 91	2	21/4 21/4 21/4 21/4 21/4 21/4 21/4 2	Locomo-	1918 1918 1915	15-1 Ton 16-2 Ton 17-3 <sup>1</sup> <sub>2</sub> Ton R.	9	93/4	7/8	21/4 21/4 21/4 23/8 23/4		1914 1914 1914	H M		9 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7			191 191		81/2	9 1/4 93/8 1/4 99/6 1/4	21/4 2 21/4
Keeton Kelly-	1921 1915 1915			. 7/8	2	bile	1915 1915 1916	R-5 M 5	9 9 9	93/4 93/4 93/4 93/4	7/8		100	1914	350	:	9 7/ 93/4 7/ 93/4 7/			191 192 192	Ser. A-F Sex.BB BBSex.	8½ 8½ 8½ 8½	914 78	21/2 21/2 21/2
Springf'd.	1916	K-31 K-35		7/8	2 2		1917 1918 1918	2-38 2-48	9 9	93/4	7/8/8/8/7/8	234 234 234 234 234 234 234 234		1917 1918 1920	22-72 22-73 22-74 22-74	91/8	934 7/3 934 7/3 97/3 7/3 97/4 7/3 91/4	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Nelso	1191	D-Tour F-11,21 F-31,5		9 7/8 7/8 7/8 7/8	
	1919 1919 1919	K-35 K-35 K-32 K-36 K-40 K-45 K-50 K-52		· 7/8 · 7/8 · 7/8	2 2 2 <sup>1</sup> / <sub>2</sub>	Lorraine*.	1920 1921	21-T		83/4	7/8	23/4	Mercury Meteor Pa	1918 1921	19-50 R, RR		8½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½	L	New	Hoon 192 Era. 191 e Tr. 192	1 F-3½, 5 6 Simp'ty 1 A-2 t	8		15/8 21/4
	1919 1919 19 <b>1</b> 9	K-45 K-50 K-52	2	7/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8	2½ 2½ 2½ 2½ 2½ 2½ 2½	Lozier	1915 1915 1915 1916	32 34	81/2 81/2 81/2	91/2 91/2 91/2 91/2 91/2	7/8	2½8 2½8 2½8	Mets	1915 1915 1916 1916	25 22	71/8 71/8 71/8 71/8 71/8	83/4 1	L 11, 11, 11, 11, 11, 11, 11, 11, 11, 11	1401 W	191 191 191 191	5 D		7/8	23/6 23/6 23/6
	1921	K31, 34, 35, 36 K40,41, 42,50,60	10	7/8	21/2		1916 1916 1917	32 34	81/2 81/2 81/2 81/2	91/2	7/8	21/8 21/8 21/8 21/8 21/8 21/8 21/8 21/8		1917 1917	22	71/8	83/4 12 83/8 83/4 12			191 191 191	6 D		914 76 76 76 76 76 76 76 76 76 76 76 76 76	23/6 21/2 15/6 23/6 23/6 23/6 23/6 23/6 23/6 23/6 23
Kent Kimball King	1917 1921 1915	All	81/4 91 91 91	22222444444444444444444444444444444444	13/8		1917 1917 1918	32 34 82	8½ 8½ 8½	91/2	7/8	2 2	Michigan	1915		91/4	85/8 1	L 11/2		191 191 191	7 D 7 F 8 18		7/8 1/8 1/8	23/6 23/6 23/6
	1916 1916 1916 1917 1918	R-D	81/2 91/8 91/8 91/8 91/8 91/8 91/8 91/8 91/8	4 7/8 4 7/8 4 7/8	13/8 13/8 11/2 11/2 11/2 13/4 11/2 13/4	Luverne	1918 1916 1917	84 P-5 P-5		91/4	7/8 7/8		Hearse	1916 1916 1917	A B			L	N'wa	y Tr. 192	1 4-30K.S. 1 B-2, B-3	736	8% 76L	- 050
	1917 1918 1918 1919	8-E EE 8	8½ 9½ 8½ 9½ 9½ 8½ 9½	4 78	$ \begin{array}{c c} 1\frac{1}{2} \\ 1\frac{3}{4} \\ 1\frac{1}{2} \end{array} $	McFarlan	1914		9 81/2	93/4 91/2	7/2 7/2 7/8	31/4	Mitchell	1916 1917 1917 1918 1918	A B Lt-4	81/4	914 14	L	Uakla	nd 191 191 191	5 49		91274 91274 91274 91274 91274 91274 91274 81274 81274 81474	2 2 2
Rissel Kar	1920 1915	H 4–36	8 9				1915 1916 1917		81/2 81/2 81/2	91/2 91/2 91/2 91/2	7/8	31/4 31/4 31/4 31/4 31/4 31/4 31/4 31/4		1915 1916 1916	Lt-6 6 of 16 Eight C-42	814 814 814	914 1/2 914 1/2 914 7/4 914 7/8 95/8 7/8 77/8 7/4 10 7/4	21/4 21/4 21/4 21/4 21/4 21/4 21/4 21/4		191 191	5 38 6 50 7 50		91/2 1/2 91/2 1/2 91/2 1/2 91/2 1/2	2 13/4 22/4 21/4 21/4 21/4 21/4 21/4 21/4
	1915 1916 1916	6-42 6-42 6-42 100 pt. 6	8 91 8 91 8 10	17/6	234 234 234 234 234 234 234 234 234 234		1920	19-X 1921	81/2	9½ 9½ 10¼ 10¼ 10¼	7/8 7/8 7/8 7/4 L	314		11917	D-40 Sp C-42	71/4	95/8 7/8 7/8 10 7/8 9 7/8	L 21/4		191 191	7 52-B 7 34 8 34-B		81/2 1/6 81/2 1/6 81/2 1/6	21/4 21/4 21/4
	1918 1918 1919	100 pt. 6 6-42	73/8 73/8 73/8 73/8 73/8	4 78 7/8 7/8	23/4 23/4 23/4 23/4	McIntyre McLaugh lin	11915	Commence Suppose	71/2	8½ 8½ 8½	7/8			1918 1920 1921	E-40 F-40 F		8½ 85/8 7/8	21/4 21/4 21/4		191 191 192	34-B 34-B	1	818 78 818	21/4 21/4 21/4
	1919 1920 1921	6-42 C B-6 CB-6 C.B-6	73/8 73		23/4 23/4 23/4		1916 1917 1918	6-19	71/2 9 9	81/2 91/2 91/2			Moline	1915 1915	MK-50 MK-40 MK-40 MK-50	8½ 8½ 8½	914 7/3 93/8 7/3 93/8 7/3			192 191 191	1 34-C 6 6-50 6 6-50			21/4
Kline Kar	1915 1915 1916	6-42 6-42A 6-36		7/00	2	Maccar	1916 1921 1920	M H, M AB,AC		8 914	78	21/4 2 27/8		1917 1918	6 40C	81/2	93/8	23/ 23/ 23/ 21/ 21/ 21/ 21/ 21/	Old Hie	kory 191	6 M	1.27	1/8 1/8 1/8 1/8 1/8 1/8	
	1917 1918 1919	6-38 6-38 6-42-H	85 85	7/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8	2 2 2	Madison.	1001	AR	::::	93/4	7/8	21/4	Moline Knight. Monitor	1918	MK	81/2	9¼ ¼ 11 ¼ 9¼	21/2	Old I	Rel'le 191	7		7/8 1/8	23/6 23/6 21/2
Knes	1915 1915	35 36	85	8 7/8 7/8	21/4		1921 1915 1915 1916 1916	T-7 T T-7		93/4 93/4 93/4	7/8		Montor	1919 1921 1915	B-50, 51, 52	83/4	103/8		Uldstr	iobile 191	A, B, C, D,K,L,M 5 54 5 55	71/2		
	1617 1915	35 Tract 36 Tract Tractor		8/8 · · · · · · · · · · · · · · · · · ·	984	<del>-</del>	1917 1917 1918	T-7	10	93/4 93/4 10	78/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/	2 2 <sup>1</sup> / <sub>4</sub>	wonroe	1915 1915 1916	M-2½ M	71/	8 1/2 1/4 81/2 1/4 81/2 1/4 81/2 1/4	11/2	1	191 191	5 42 6 43 6 44	71/2 71/2 71/2 71/2	81/2 1/4 L 81/2 1/4 L 81/2 1/4 L 81/2 1/4 L 81/2 1/4 L 81/2 1/4 L 81/2 1/4 L	13/4 13/4 13/4 13/4 13/4
	1918	36 35-20	11	. 58	25/8	Maibohm	1917	A	10	11 71/2 71/4	7/8 7/8	274		1916 1916	M-3 M-4	7¼ 7¼ 7¼ 7¼	81/2 7/8	::::		191 191	7 45	71/2	81/2 7/8T, 81/4 1/8L	13/4

						01	41	TUIX .		10	G	DIL	ES, EI	O	-00	TAT			MOTOR		icolo,	001	., -	
	1.		LENSE	s	UST			0	LE	NSES		UST				LEN	SES	JST				LENSI	es	(
CAR			Headligh	Size	EXHAUST Pre	CAR			Hea	dlights	Size	EXHAI	CAR			Headl	ights ex	EXHAUST	CAR			Headligh	nts ezig	EXHAUST
			po 0.	Jug lug	ter	City			5.0	er	ng.	er	Cint			50	er Jug		CALL			50 5	lug l	14
	Year .	Model	Opening in Rim Outside	Diameter Spark Plug	Outside Diameter		Year	Model	Opening in Rim	Outside Diameter	Spark Plug	Outside Diameter		Year	Model	Opening in Rim	Outside Diameter Spark Plug	Outside Diameter		Year	Model	Opening in Rim Outside	Diameter Spark Plug	Outside Diameter
Oldsm'bil	e 1918		81	6176L		Peerless	1415	60-6	81/2	91/8	M	1 3	Roamer	1920	C-6-54 4-75 E	11	878		Stea 1s	1918		1  8	1/2   7/8 1/2   7/8	
4 9 4 8	1919	45-B	81 83	2	134 134 134 134 134 134		1915 1915 1915 1915	EE 54 55	81/2 81/2 81/2 81/2 81/2	91/4 91/4	78M 78M 78M 78M 78M	21/4 21/4 21/4 21/4 21/4	Rock Falls	1921	6-54 E 13, 14	8 83/4	834 958 1	$\begin{bmatrix} 2\frac{1}{4} \\ 2\frac{1}{2} \\ 2\frac{1}{4} \\ 2\frac{1}{2} \end{bmatrix}$		1919	Light-4 SK L-4	9	18 76	13/4 13/4 21/4 21/4 21/4 2 21/4 2 21/4 23/4
	1920	37A 34C	83	8	13/4		1916	FF 56 2d Ser-57	81/2	91/4 91/4	18M 18M		Rolls- Royce	1917 1919	· · · · · · · · · · · · · · · · · · ·	1	1		Stepha	1918 1920	70 80	9	1/4 7/8 1/2 1/8 5/8	21/4
Olympian	1919	45	77 77 77	8			1917	56 2d Ser-57	81/2	100	7∕8M	17/2	Ross	1916	40, 50 8	101/6 1	1 1 934 7/8	13/4	Sterling Stevens- Duryea	1914	D-6	9½ 9½ 10 9½ 10	34 7EI 34 7EI	
Oneida To Orleans	1921	C C	55	7/8	21/4 21/4 29/6	4	1918 1919 1920	56 56-6	81/2	93/8		17/8 17/8 17/8 17/8	Rowe Tr.	1916 1917 1919	C C 9	81/2	934 7/8 91/2 7/8 91/2 7/8 91/2 7/8	13/4	SterlingTr	1921 1919 1920	Е	8	1/2 7/8 3/4	21/2 23/4 23/4
Overland	1915 1915 1915	81 82	93 93	8 ½L 8 ½L	2 2	Pennsy	1921 1916 1917	56 Ser-6 T'r Run r.s.Ser.17	85/8	93/8 93/4 95/8	7/8	17/8	Rush				91/4	13/4 13/4	Stewart	1915 1916 1917		9 9 8		
	1916 1916 16-7	75-B	77	8 1/2L 8 1/2L 4 1/6L	13/4 13/4 2				••••	83/4	7/8	1 <sup>1</sup> / <sub>2</sub> 2 <sup>5</sup> / <sub>8</sub> 2 <sup>5</sup> / <sub>8</sub>	S.G.V Sandow	1915 1915	D E 6-30 SGV 1½ ton 1½ ton		91/4 81/2 7/8 7/8		Stoughton	1918 1919	16-Valve	8	1/8	21/4
	1917 1917 1916	85-6 86	93 93	4 12L	2 2	Arrow	1914 1914	48B-2 66A-2		83/4	7/8		Ballgow	1917	1½ ton 1½ ton		7/8		Stoughton Studebaker	1921	D, F EC	10 8½ 8½ 9 8½ 9	7/8	214
100	1916	83-BOE 85-4-6	93 93 81	4 1/21	2 2 2 2 2		1915 1915	R 38C-2 48B-2 66A-2 38C-3 48B-3 66A-3 38C-4	01/		7/8			1917 1918	2 ton 2 ton 2 ton		7/8 7/8 7/8			1916 1916	ED SF-7	8½ 9 8½ 9	1/2	2 2
All of s	1920 1917	90	87		2 13/4	ę.	1916 1916	48B-4 66A-4 38C-4	81/2 81/2 81/2	91/6	7/6	21/4	220 124 12	1918	2 ton 3 ton 3 ton 3 ton		1/2 1/2			1917 1917 1918	SF-7 EG	8½ 9 8½ 9 8½ 9	1/2 1/2 1/2	2 2 2
	1918 1918	1200 90 P L D 85-6B	93	4 1/2	2				81/2 81/2 81/2 81/2 81/2 81/2	91/2 91/2 91/2	7/8	31/4 31/4	Sanford	1918 1918 1918	35 50		7/8		Studebaker	1918 1918 1919	SH EH	8½ 9 8½ 8	1/6 1/2 1/6 1/2 1/2 1/8	212222222222222222222222222222222222222
	1918 1918	85-4 88-6 89-6	93 93	8	2 21/4 21/4	Arrow	1918 1918 1918	48B-5 38C-5 66A-5 38C-4	8%	91/2 93/8 93/8	7/8 7/8	27/8 31/4 31/4 31/4 27/8 31/4 27/8	Saxon	1915 1915 1915	A Six S	71/2	83/8 7/8	11/2 11/2 11/2 11/2 13/4 13/4 13/4 11/2 13/4 13/4		1919 1919 1920	EG SH	87/8 8	1/2 1/8 1/2 1/8 1/8	2 2 134
Ow-Mag.	1919 1919 1916	90 83-BOE G-A	71/4 83 77/8 99 81/2 91	6 1/2	13/4		1920	All		93/8 93/8 91/4		27/8		1916 1917 1917	S-2 S-4 B-5		9 7/8	1½ 1¾ 1¾ 1¾	Stutz			8½ 9 8½ 9 9 9	1/8 7/8 1/8 7/8 3/4 7/8 3/4 7/8	
	1917 1916 1917	83-BOE G-A G-A G-B G-B	8½ 9½ 8½ 9½ 8½ 9½	2 78	21/4 21/4 23/8 23/8		1915 1915	75	::::		7/8			1917 17-18 1918	B-14		9 1/8 81/2 1/8	13/4 11/2 13/		1915 1915	F C E	0 0	3/17/	
	1918 1918	O-36 M W-42 W-42 138 348 238 338 448 548	10½ 10½		23/8 23/8 23/4 25/8		1917	6-45 6-45			7/8			1919	Y-18-6cy		81/2 7/8	13/4		1914 1915 1915 1915 1916 1916 1916	F	9 9 9	3/4 7/8 3/4 7/8 3/4 7/8	
Packard.	1920 1914	W-42 138 348	11 <sup>1</sup>	6 M	25/8	Premier	1915 1915 1916	50 6-50	9	93/4	78		Sayers & Scoville Sayers Six Scripps- Booth			85/8	834 7/8 81/8 7/8	21/4 11/4		1918 1918	M-6 M-7 M-8	9 9	3/4 3/4	21/2 21/2 21/2 21/2
	1914 1915	238 338	91/2 101	8 78M			1916 1917	6-56 6B	9	934 934 91/2	7/8	23/4	Booth	1916 1916 1917 1917	D-8 C-4		8½ ½ 8½ ½ 8½ ½	21/4 11/4 11/4 11/4 11/2		1918 1918 1918 1919	M-9	9 9 9	3/4 5/8	21/2
	1915 1915 1915	548 212		7/8M 7/8M			1918 1918 1919	6B 6C	9%	$10^{1/2}_{2}_{9^{1/2}_{2}}_{9^{3/8}_{8}}$	/8	2		191XI	D-8 D BA, 40 B-39		8½ ½ ½ 8 8½ ½ ½ 8 858	11/2	Sullivan	1920 1919	Ē	9 9		3 23/8
	1915 1918	6-48 3-25	8 81	. 1/8M . 1/8M . 1/8	21/4	Princess	1920 1921 1916	6D D	9½	9½ 11½	7/2 1/2	13/8 2 13/4	Selden	1914 1914	48 49	71/2	85/8 7/8L 7/8S 7/8S	21/4	Sun	1916 1917	16	8		23/6 23/6 23/6
	1918 1919 1919	3-25 3-35	8 81 8 81 8 81	2 78	21/4 21/4 21/4	Pullman	1917 1915 1916	F Pull-Jr Pull-Jr	 7 7	8	₹EL	134 134 158 158 234		1915 1915 1920			7/8S 7/8S	21/4	Templar	1918 1919 1919	475	914 95 914 95	7/8	2
Paige	1914 1914	36	8½	. 1/8	21/4		1917	424- Ser-1917	71/2	8½			Seneca Service	1918 1919 1917	H		814 7/8	11/2	Thomas	1920 1921	445	81/8 9	3/8 3/8 7/8	2
	1914 1915 1916	25 25 6–38	8½ 9 8½ 9 8¼ 9	7/8	2 2 2 2 2	Ranger	1921		8	9	7/8 1/6	2 25/8		1917 1917 1917 1917	230		7/8 7/8 7/4	:					7/8	
eriy Bini	1916 1917	6-38 6-46 J-6-17 K-6-17	814 9 814 9 814 93 814 93 814 93 814 93	7/8/8 7/8/7/8 1/8	2 2 2		1916 1916	651		83/4 83/8 83/8 911/6	1/2 1/2	2 2 2		1917 1918	300 300 76, 101		7/8		Tr	1917 1917	40 70		7/8	
	1917 1917 1918	651	814 93 814 93 93	617/6	21/4 21/4 21/4 21/4 2		1917 1918	J		83/8 83/8	1/2 1/2 1/2	13/4 13/4 21/2	Signal	1918 1918	F H		8 5½ ½ 5½ ½ 5½ ½	23/4	Triangle	1918 1921 1919	C A		7/8	21/4
	1919 1920 1919		83/8 95/	8	2 21/4 21/4	Renault	1921 1917 1918			91/2		••••		1920 1918 1918	M	51/8	5½ 7/8 5½ 7/8		Trumbull	1919 1921 1916	AA A	8	78	2 13/8
	1921 1921	6-42	83/8 95/ 95/ 93/	8 7/8	21/2	Ranier Tr Reliance Remington	1921 1916	10-A,20B E	43/4	8½ 53/8	7/8 7/8	2½ 2½	Simplex	1918 1914 1914	R A-2 B-2	9 1	5½ ½ 0¼ ½ 0¼ ½ 0¼ ½		Tulsa	1916 1916 1918	D-1		1/2 1/2 1/2 1/2 1/4 1/8	13/8 13/8 13/8 23/8 23/8 23/8
Pal. Sing . Pan Am	1918	C-Ser-1 G-5	85/	78L 78 8 78	21/4 21/4		1915 1915 1916	F R	9 9 8½	10 <sup>3</sup> / <sub>8</sub> 10 <sup>3</sup> / <sub>8</sub> 9 <sup>3</sup> / <sub>4</sub>	1/2L 1/2L 1/2L	21/4		1914 1915 1916	D S'plex E CraneS-5	$   \begin{array}{c c}     9 & 1 \\     9 \frac{1}{2} & 1 \\     9 \frac{1}{2} & 1   \end{array} $	014 7/8 014 7/8 014 7/8			1919 1921 1920	D-1 E-1-2-3 Truck	81/4 91	4 7/8	23/8 2 23/4
Pan Parker	1921	No. west and a	8½ 10 10 4¾ 5	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	214 214 214 214 214		1916 1916 1916	S M N	8½ 8½ 8½	934 934 934		,	Singer	1917 1915	Five	9½ 1	5½78 0¼78 0¼78 0¼78 0¼78 0¼78 0¼78 0¼78 0¼		Universal	1015	PRO CONTRACT	8½ 9½ 10 9½	7/8	
Par-Pal'r.	1915 1916	32	81/	2 7/8			916 916 917 917 917	F R	81/2 81/2 81/2 81/2 81/2 81/2 81/2	93/4 93/4 93/4	1/2L 1/2L	;		1917 1918	17 18		914 7/8 91/2 7/8 91/2 7/8			1916 1917	15-Ser-15 22-Ser-22 B'well-27 B'well-27 B'well-28 B'well-28	10		21/2 21/2 21/2 21/2 21/2 21/2 21/2 21/2
Paterson.	1915 1915 1916	4-32 6-48 6-42	8½ 8½ 7½ 8½	2	2 2 2		917 917 917 918	M N F	81/2 81/2 81/2	934 934 934	1/2L 1/2L 1/2L			1920 1921	35		91/2	2½ 2½ 2½ 2¼		TOTO	90	1   07	1/2	21/2 21/2 21/2
	1917 1917 1918	6–45 6–45R	91/		2 2 2		918 918 916	T M		93/4		2½ 2½ 2½	1960	1016	-		%L			1918 1919 1920 1920	39	87/8 9 9 91	1/8 1/8	21/2 21/2 21/4
Det Calci	1919 1920	6-46 6-47	83/ 81/	7/8	2 2	-4	917 919		83/8 83/8	91/2		21/2 21/2 21/2 21/2 21/2 21/2 21/2	Speedwell Sphinx Stafford Standard	1916 1914 1915	B-16		1/2	23/8	Vernon	1918 1918	819 419	81/2 81	2 78 1/2 7/8	21/4 13/4 13/4
Pat. Gr'fd	1916 1917 1915	6-Cyl.		2 78 78 78 78 78 78		Republic .	915	4-Cyl 6-Cyl		93/4	7/8	2½		1917 1917	F-8	81/2	91/2 7/8 91/2 7/8 91/2 7/8 91/2 7/8 91/2 7/8	15/8 15/8 15/8	Johnson Walker- Johnson			81/2 9	1/2 1/8	21/4
finder	1915 1915 1916	1C 2B		78M 78M 78M			917 920 921	9 20 10E	7	93/4	7/8	2 <sup>3</sup> / <sub>8</sub> 2 <sup>1</sup> / <sub>4</sub>	2.	1918 1919 1920	E E		9½ 1/8 9¼ 8¾	15/8 15/8 15/8	Walter Watson Vim	$1920 \\ 1921$	S B	8½ 9½ 9½ 9½	1/2 1/8	21/4
	1916 1915 1915	7A 7B		78M 78M 78M 78M 78M 78M 78M 78M 78M 78M	21/4	Revere	918	A B		11 11 11	7/8		Stanley	1915 1916	725	81/4 81/4	912 12 912 12 913 12	17/8 17/8 17/8 17/8 17/8		$1920 \\ 1921$	21 211	85	8 7/8	15/8 3 2
	1915 1916 1916	7C 8A 8B		78M 478M 478M	2½ 2½ 2½ 2½ 2½ 2½ 2½ 2½ 2½ 2½	Richmond	916	C C,D,E 4–35 H-6–50		10		3	Stanwood	1918 1919	736 735 735		9½ 9½ 9½	17/8		1915 1916	U-50 41	8½ 9 8½ 9 8½ 9	7/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8/8	2
	1916 1917 1917	8C 2B	93 93 93 93 93 93	78M 78M 76M	214 2 2	Roamer	916	R	9		1/2 1/2 7/8	2½ 2½ 2½	Stearns	1920 1921 1914 1915	5K-4	85/8 81/2 81/2	914 78 912 78	21/4 23/4		1916 1917 1918	S-17 18	8½ 93 8½ 93 8½ 93 8½ 93 8½ 93 8½ 93 8½ 93	8 78 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8	214 214 214 214 214 214 214 214 214 214
	1917 1917 1917	2D 3A	93, 93, 93,	4 78M 4 78M	2 2		1917	All All RA-6-45 RAC-54	9	10	7/8	214 214 214 214 214		1914	SK-6	8½ 8½ 8½	9½ 7/8 9½ 7/8	23/4 23/4 23/4		1919 1919 1920	A-48 A-38 C38,C48	8½ 9 9	1::::	21/4 21/4 21/4
David	1917 1918	3C	93	4 78M	2		1917	D-4-75		93/	7/6			1915 1915 1916	SK L-4 SK L-4 SK L-4	85/8 81/2 81/2 81/2 81/2 81/2 81/2 81/2 81	91/2 7/8 91/2 7/8 91/2 7/8 91/2 7/8 95/8 7/8	21/4 23/4 23/4 23/4 21/4 21/4 21/4 21/4	Western	1921 1921 1921	A-48 A-38 C38,C48 C-38,48 W, L-1½, W-3½ton GEC	9½ 113 8½ 9½ 8½ 9½	12 7/8	21/4 21/4 21/2
Peerless	1415 1415	48-6	81/2 91	8 M 8 M	3 3		1918	C-6-54 C-6-54		93/4	1/8 3/8	21/4 21/4 21/4		1917 1918	SK L-4	81/2	9½ 7/8 95/8 7/8	21/4	White	1914 1914	GEC 40-HP		1/2 1/3 5 1/4 1/4	1:::.

CAR	Year Model	Opening Hi Rim Rim Rim Rim Rim Rim Rim Rim Rim Ri	CAR He		CAR reaX	Opening BH SI SI Spark Plug Size Spark Plug Size Outside Diameter Exhaust Outside Diameter Pipe	CAR   190	Heading Heading Spark Plug Size  Spark Plug Size  Diameter Hipe  Diameter Pipe
White White	1915 60-HP 1914 30-HP 1915 30-HP 1916 30-HP 1916 45-HP 1917 GmSer 1918 16-Val 1918 GM 1918 GMT 1919 45, H.J	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1915 K-19 1617 784 1617 87 1617 88-4	78 21/2 78 21/2 78 21/2 78 21/2 98 78 98 1/8 98 1/8 98 1/8 98 8 1/8 91/4 91/4 91/4	Wil.K'ght 1920 20 Winton 1915 21A 1915 21A 1916 21A 1917 21A 1916 22A 1916 22A 1917 22A 1916 22 1916 22 1917 22A	9.4 24 1014 74L 214 9.9 74 74L 214 9.9 74 74L 214 9.9 74 74L 214 9.9 74 74L 214 9.9 74L 214 9.9 74L 214 1014 74L 234 1014 74L 3 1014 74L 3 9.1 1014 74L 3 9.1 1014 74L 3	Winton   1917   22   1918   33   1918   48   1918   22   1920   25   Witt-Will   1921   P   Wolv. Tr.   1920   C   Yale   1917   K   Zeit-Lam   1916     1918     1915	9½ 10¼

## Radiator Hose Sizes for Cars and Trucks from 1915 to 1921

		RADIATOR HOSE SIZES		U.		RADIA HOS SIZE	E				RADIA' HOSI SIZE	FOR E S				RADIA HOS SIZI	E	CAR			RADI HC SIZ	IATOR OSE ZES
AR	el	or or	CAR	H	lel	er	rer	CAR	ear	Model	Upper	Lower	CAR	Year	Model	Upper	Lower	CALL	Year	Model	Upper	Lower
	Year	Upper		Year	Model	Upper	Lower		X				Gardner	1921,0	27. 72.			[Interstate	1917	F	21/4×3 1/6	2 x51
Amer.	1921 All 1921 B-1,C1 1915 38 1915 40 1915 33 1915 34	2½x8 1½x6 2½x8 1½x6 2 x6 1½x6 2 x6 1½x6	1/2 1/2 1/2 1/2	1915 1915 1915 1915 1916	26 26-B 29 32(6-40) 32 (6-40)	2½x3 1¾x6¼ 2¾x3 23/8x3	21/4x31/2 21/4x31/2 11/2x14 21/4x31/2 21/4x31/2	Day Elder	1921 1921 1921 1921 1921 1921	AB C D E F D, E	2 x9 2 x10½ 1½x4 2x12½ 1¾x6¾ 2 x16	2 x9½ 13/8x9 13/8x9 13/8x10 11/4x12 11/4x8½	Gersix Garford	1921 1 1921 2 1921 6 1921 7	5-B 8-D 0-H 7-D	2 x11 2½x10 2½x13½ 2½x13½ 2½x13½ 2½x14½	1 <sup>1</sup> / <sub>4</sub> x15 1 <sup>3</sup> / <sub>8</sub> x11 1 <sup>9</sup> / <sub>6</sub> x17 1 <sup>5</sup> / <sub>6</sub> x8 <sup>3</sup> / <sub>4</sub> 1 <sup>5</sup> / <sub>6</sub> x18 <sup>3</sup> / <sub>4</sub>	Jackson	1918 14-15 14-15	44 46 6-48 68 34	214x31/6 11/2x12 11/2x12 11/2x12 11/2x8 11/2x10 11/2x10	1½x12 1½x12 1½x12 1½x12 1½x10 1½x10
	1915 35 1916 37 1917 37 1915 36 1918 41 1921 43	2 x6 1½x6 2 x6 1½x6 2 x6 1½x6 2 x6 1½x6 3 x6 2½x2	Chandler	1917 1918 1914 1915 1916 1917	35 6-30 Ser 17 Ser 18	2½x5¼ 2¾x5¼ 1¾x8½ 1¾x8½ 1¾x8½ 1¾x95% 1¾x95%	21/4x41/4 21/4x3 13/4x13	Dixie Flyer Dodge	1916 1917 1918 1921 1915 1916 1917	L LS-35 HS-70	2¼x10¼ 2¼x10¼ 2 1¾x7 1¾x7	2½x15 2½x5 2½x15 2½x15 1‰x7¼ 1‰x7¼	Grant	1921 1921 1915 1916 1917 1918 1921	17-3½ T F-6 U K K	11/4 11/2 21/8×73/4 21/8×73/4 21/8×73/4 21/8×73/4 21/4	1/0X4 1/9	Denrey	1917 1917 1918 1914 1914 1915	349 350 349 4 6	2½x8 2½x8 2½x8 1¼x6¼ 1¼x6¼ 1½x12½	1½x1 1½x1 1½x1 1½x1 4 1¼x6 4 1¼x6
derson person	1921 Ser 40 1915 4-40 1915 6-48 1916 6-60	134x10 134x9 134 134 132 134 132 134 132 134 134 134 134 134	Chevrole	t 191 191 191	NS 1921 H2 5 H4 5 H2 <sup>1</sup> / <sub>2</sub> 5 H3 6 Baby Gr	13/4x7 13/4x41/2 13/4x41/2 13/4x41/2	11%8X9%	Dorris	1918 1919 1921 1915 1915 1916	Tour H I	1 <sup>3</sup> 4x <sup>7</sup> 1 <sup>3</sup> 4x <sup>7</sup> 1 <sup>3</sup> 4x <sup>7</sup> 1 <sup>1</sup> / <sub>2</sub> x <sup>4</sup> 1 <sup>4</sup>	1 1/6x7 1/4 1 1/4 x7 1/4 1 1/4 x 6 1/4 1 1/4 x 6 1/4	Handley- Knight Hanson Six Harroun.	1921 1921 1917 1918	A 54, 60 AA-1 AA-1	2 <sup>3</sup> / <sub>4</sub> 1 <sup>1</sup> / <sub>4</sub> 2 x4 <sup>1</sup> / <sub>4</sub> 2 x4 <sup>1</sup> / <sub>4</sub> 1 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub> 1 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub> 1 <sup>1</sup> / <sub>2</sub> x4 <sup>1</sup> / <sub>2</sub>	23/4	Iones	1916 1916 1918 1916	Chest 6 Chest 6 Chest 6 Chest 6 Chest 6	114x614 114x814	1 1/4 x 1 2 1/4 x 1 4 1/4 x 1 1 1/6 x 1 1 1/4 x
gonne mleder		3 2 134 114		191 191 191 191 191 191	6 4-90 7 4-90 7 Baby Gr 8 4-90 8 FABG 8 D-8yl	13/4x33/ 13/4x33/ 11/4x7 11/4x45/ 11/4x7 11/4x61/	134x33 134x33 114x45 114x35 114x35 114x45 214x10	4 4 8 8 8 8 8 9 2 Dort	1916 1916 1917 1918 192 1918	IA-6 IB-6 IC-6 6-80 6-80	1½x4¼ 1½x4¼ 1½x4¼ 1½x4½ 1½x4¾ 1½x4¾ 1½ 2¼x7¾ 2¼x7¾ 2¼x7¾ 2¼x7¾ 2¼x7¾ 2¼x7¾	1 <sup>1</sup> 4x6 <sup>1</sup> 4 1 <sup>1</sup> 4x6 <sup>1</sup> 4 1 <sup>1</sup> 4x6 <sup>1</sup> 4 1 <sup>1</sup> 4x3 <sup>3</sup> 4 1 <sup>1</sup> 4 2 <sup>1</sup> 4x11 <sup>1</sup> 4	Haynes	1914 1914 1914 1914 1915 1915	27 28 30	1½x4½ 1½x4½ 1½x4½ 1½x8½	1¼x1¾	Kelly- Springf'o	1918 192 192 1	8 17 1 H 1 K31, 34, 35, 36 1 K40, 45, 50, 60	1½x10; 2 1½x7 15/8x7	1 1 1/4 1 2 1 1/2 1 1 1/2 1
co terbur utocar.	1921 7D31	11114/X5% 114/X	0%4 Cole	ale 199 199 199 199	21 S Six	15/8×31/	1 1 2 x 18 1 4 x 3	Drum- mond	191 191 191 191 191	9	1 <sup>1</sup> / <sub>4</sub> x8 1 <sup>1</sup> / <sub>4</sub> x8	214x6 214x6		1916 16-17	34 35 36	1½x11½ 1¼x11 1¼x11	11/2x81/ 11/2x81/ 11/2x81/ 11/2x81/ 11/2x81/ 11/6x71/ 11/6x71/ 11/2x71/ 11/2x71/		191 191 191 191	1 K41, 42, 5 4-36 5 6-42 6 4-32 6 6-42 7 6-42	1½x8½ 1½x6¾ 1½x5½ 1½x6¾	$\begin{array}{c c} 4 & 1\frac{1}{2} \\ 1\frac{1}{2} \\ 1\frac{1}{2} \\ 1\frac{1}{2} \\ 1\frac{1}{2} \end{array}$
eggs	. 1921 20 T . 1916 C . 1916 D . 1917 D	1½ 1¼x5 2 x7½ 2 x7½ 1½x 2 x7½ 1½x 2 x7½ 1½x	71/2	ia. 19 19 19	21 22-2½T	1½x8 1½x7 1½x3 1¼x3	11/4x10 11/2x10 11/2x10 11/4	Duty Elgin	192 191 191 192 192	1 21 7 6-Ser 17 8 A 1 K-1 1 A-2½ T	214x7 178x814 178x814	2 x18 178x17 178x17 178x15 114 214x14 114x11		16-17 16-17 16-17 1917 1917 1918 1918 1918		1 <sup>1</sup> / <sub>4</sub> x11 1 <sup>1</sup> / <sub>4</sub> x12 1 <sup>1</sup> / <sub>4</sub> x11 1 <sup>1</sup> / <sub>4</sub> x11	1 1 2x7 1 1 1 2x8 1 1 1 7 2x 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Lafayette Leach	191 192 192 192	1 20-A-B- C-D	15/8x85 15/8x85	1/2 11/4
our- Davis	1917 D-17 1917 H-17 1918 D 1918 H 1921 21 1921 O2	2 x7½ 1½2 2 x7½ 1½2 2 x7½ 1½2 2 x7½ 1½2 2 x7½ 1½2 2 x7½ 1½2	172	art 19 19 19 19	15 16 CE-30 16 CE-30 17 CE-33 17 CE-35 18 35	11/4x6 21/4x8 21/4x8 21/4x8 21/4x8 21/4x8 2 x15	1½x1- 2½x1- 2¼x1- 2¼x1- 2¼x1-	Ferris Ford	192	1 C-20 5 Split'f 5 GD 6 GD 5 Leece 6 Leece 6 Heinze 7 Heinze 5 Genemo 5 North-E	11/2x13 2 x31/2 2 x31/2 2 x31/2 2 x31/2 2 x31/2	134x234 134x234 134x234 134x234 134x234	Higrade. Hudson.	1914 1915	39 44 47 A-18 6-40 6-54 6-54		1 1/2x9 2 1 1/4x63 4 1 1/2x11 4 1 1/2x11 4 1 1/2x11 8 1 1/4x71	Lexingtor Howar  Lexingtor Liberty	191 191 191 192 191	7 O 8 6-6R	1 <sup>1</sup> / <sub>2</sub> x12 1 <sup>1</sup> / <sub>4</sub> x12 1 <sup>1</sup> / <sub>4</sub> x12 1 <sup>1</sup> / <sub>4</sub> x7 2 <sup>5</sup> / <sub>8</sub> x6 <sup>5</sup> 2 <sup>5</sup> / <sub>8</sub> x6 <sup>5</sup>	2 1½ 2 1½ 2 1½ 1½ 5/8 25/ 5/8 25/
rinton.	. 1921 F	17.52 1 1.52 11.4x11 11.4 11.2x8 11.52 11.5x5 11.52 2.36x83.4 1.32 2.56x63.4 1.32 2.x51.4 2		g- 19 19 19 19 19	14	11/4x5 11/4x5 11/4x5 11/4x5 11/4x5 11/4x5	$ \begin{array}{c c} 1 & 4x3 \\ 2 & 1 & 4x3 \\ 3 & 1 & 4x3 \end{array} $	3/8 3/8 3/8 3/8	1191	6 Heinze 7 Heinze 5 Genemo 5 North-E 5 West 6 West 5 Kemco		134x234 134x234 134x234 134x234 134x234 134x234 134x234	Hupmo-	1917 1918 1921 1915	0	1 1/2x53 1 1/2x53 1 1/2x53 2 1/2x11	11/2x91 4 11/2x91 4 11/2x91 1 1/6x12	Locomo- bile	191 192 191 . 191	8 10-B 21 10C 15 R 15 R-5 15 M 5	25/8x65/ 21/4x43/ 125/2x8/ 125/2x8/ 125/2x8/ 125/2x8/ 125/2x8/	5/8   25/3/4   21/3/3   12/3
adillac	1918 24 1918 T-24 1921 4-34	172x3 172x3 172x63x4 173x2 275x63x4 275x62 275x62 275x72x	x10 Davis.	19 19 19 19 19 19	17 V-2 Ser 118 V 121 D-19 15 38A 15 38B 15 38C	11/4x5 11/4x5 13/4x6 2 x10 2 x10 2 x10	1/2 11/4x3 11/4x3 13/4x8 0 2 x1 0 2 x1 0 2 x1	3 8 5 8 2 2 2 2 2 2	191 191 191 191	6 Kemco 6 G & D 6 Dyneto 6 North-E 7 Berns S	2 x3½ 2 x3½ 2 x3½ 2 x3½ 2 x3½	2 1 4 X 2 3/ 2 1 4 X 2 3/ 2 1 3/4 X 2 3/ 2 1 3/4 X 2 3/ 4 1 3/4 X 2 3/ 4 1 3/4 X 2 3/		-17	NQ NL NR NU NI 2	2½x13 2½x13 2½x13 2½x13 2½x13 2½x13 2½x13 2½x13	1 1/6x13 1 1/6x13 1 1/6x13 1 1/6x13	Lorraine McFarla	191 191 191 192 193 194	17 18 2–38 18 2–48 21 21 T 15 14	125 x8 125 x8 125 x8 125 x8 125 x8 2 178 x8 178 x8	$ \begin{array}{c c} 1\frac{2}{3} \\ 1\frac{2}{3} \\ 1\frac{2}{3} \\ 2 \\ 1\frac{1}{3} \\ 2 \\ 1\frac{1}{3} \end{array} $
apitol.	1916 All 1917 All 1918 Type 1921 59 1921 G-1 1921 HK	11/4x41/2 11/4 11/4x81/2 11/4 57 11/4x77/8 11/4	x5½ x65/8 x6	19 19 19 19	016 6F 016 6-G 016 6E 017 6H 017 6I 017 6J	1½x1 1½x1 1½x1 1½x1 1¼x1 1¼x1 1½x1	1 1 4x1 1 1 4x1 1 1 4x1 1 1 4x1 1 1 4x1 1 1 4x1 1 1 14x1	2½ 2½ 2½ 2½ 2½ Four-	19 19 19	17 A-B-C 17 G & D 18 T 19 T	2 x3½ 2 x3½ 2 x3½ 2 x3½	134x23 2 134x23 2 134x23 2 134x23 2 134x23	Indepen		3 4 R	2½x13 2½x13 2½x13 1½x17	1 1/6x1 1 1/6x1 2 x9 1 1/2x1	3 3 1/6 5 Mack	19 19 19 19 19	15 16 17	17/8×6 17/8×6 2 11/2×9	11 11 11 11 11 11 11
ase	1914 R 1915 R 1916 T 1917 T-17	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	x18 x13 x5 x5	19	917 6K 918 6H 918 6I 918 6K 918 6L 919 HI, L	11/4x1	1 11/4X1	$ \begin{array}{c c} 2\frac{1}{2} & \text{Drive} \\ 2\frac{1}{2} & \text{Friend} \\ 2\frac{1}{2} & \text{Fulton} \\ 2\frac{1}{2} & \text{G. M. C} \end{array} $	Tr. 19	21 B 21 Four 21 A 21 K-15-16 21 K-41,71	2 x4 2 x6 2 x13 112x83	1 ½x5 2 x83 2 x14 ½ 4 1 ½x8 ¾ 1 3 4 x9 ½	dent.  Inter- Harvest Intersta	192	K	1½x12 1½x12 1½x6 2¼x13 2¼x3 2¼x3	2 1½x1 1½x4 3½ 2 x1 ½ 2 x5	7 Maiboh	m. 19 19 19	21 AC 17 A 17 B 18 A 18 B	21/4x5 2x101/ 2 x6 2 x10 2 x6 2 x6	

		RADIATOR HOSE SIZES			. 45	RADI HO SIZ	SE				RADI. HO SIZ	SE					ATOR OSE ZES				HO	ATOR OSE BIZES
CAR	- 1.81		CAR					CAR					CAR			-		CAR				1
and a	Year	Upper		Year	Model	Upper	Lower		Year	Model	Upper	Lower		Year	Mode	Upper	Lower		Year	Model	Upper	ower
Meteor Pa Meteor Pa Metz Mitchell  Moline  Moore MutualTr. Nash Six.  National Nelson & Le Mnoo Noble Tr. Norwalk N'way Tr. Oakland	1921 B 1916 34 1916 34 1918 34 1918 33-4 1914 35-G 1914 H 1914 35-G 1914 M 1914 35-G 1914 E2-72 1916 22-72 1916 22-73 1918 22-74 1921 R, RR 1921 R, RR 1921 P321 P42 1915 Lt-4 1917 C-42 1918 C-42 1918 C-42 1918 D-40 1918 C-42 1918 D-40 1918 MK-40 1917 MK-50 1918 MK-40 1916 MK-40 1916 MK-40 1917 MK-50 1918 60-66 1918 60-66 1918 60-66 1919 30-C 1921 B50,51,52 1918 6-36 1919 30-C 1921 B50,51,52 1921 A-24 1921 SerBBSex 1921 A-24 1921 SerBBSex 1921 A-21 1921 A-21	126x614 176x13 124x336 124x336 124x336 124x336 124x39 1 x13 124x9 1 x13 124x1 1 x12 124x1 1 x12 125x1	Oneida,Tr Orleans Overland.	Heat   Heat	45 45 45 46 46 46 46 46 46 46 46 46 46 46 46 46	134444 11461444 11461444 12-0-0-0-13468 14-12-13468 14-12-13468 14-12-13468 14-12-13468 14-12-13468 14-12-13468 14-12-13468 14-12-13468 14-12-13468 14-12-13468 14-12-13468 14-12-13468 14-12-13468 14-12-13468 14-12-13468 14-12-13468 14-12-13688 14	114x614 114x11 114x614 114x16 114x614 114x614 114x614 114x614 114x614 114x7 11	Pierce Arrow Pilot Pratt Premier Ranger R. & V Reliance Reo	1915 E 1915 5 1915 5 1916 5 1917 5	2E 4 4 5 6 6 6 6 8C-2 6 8C-2 8B-2 8C-3 86A-2 8C-4 8B-4 45 4-4 5 51 B C B D.		11/4x151 11/4x151 11/4x151 11/4x151 11/4x	Roamer Rock Falls Rolls-Royce Sayers Six Serips Booth Steneca Skelton Standard.  Stanwood Stearns Stephan Stevens- Duryca Stoughton Stud'bak'r	1918 1918 1921 1921 1921 1921 1921 1921	B C C C C C C C C C C C C C C C C C C C	11/2x8 11/2x8 11/2x8 11/2 11/2 11/2 11/2 11/2 11/2x1 11/2x1 11/2x4 11/2x8	11/2x8 11/2x6 11/4 11/4 11/4 11/4 11/4 11/4 11/4 11/	Templar Traffic Traffic Triangle Tulsa Twin City F.W.D. Velie Walker- Johnson Watson Westcott.  Westcott.  White Hickory Wil.K'ght	1917 1918 1921 1921 1921 1921 1919 1921 1915 1916 1917 1918 1921 1921 1921 1917 1918 1921 1919 1919 1919 1919 1919 1919	R-4 4445 CL 4445 CL 4445 CL 4445 CL 445 CL 446 CL 447 AA D-1 E, 1-2-3 A, B 15-Ser-15 22-Ser-22 B' well-27 B' well-27 B' well-27 B' well-28 B' 41 151 51 51 541 541 541 541 542 542 542 542 542 542 542 542 542 542	214x 112x914 2 x103 2 x17 224x10 214x10 214x10 214x10 214x10 214x914 114x914 114x914 114x914 114x914 114x914 114x11 114x	11/47/9/2 x107 2 x107 11/4x 102 11/4x 102 11/4x 103 11/4x 104 11/4x 107 11/4x
	1918 34-B 1921 34-C	114x15 114x15 114x15 114x161 114x161 114	Peerless	1918 1919 14-15 1915	6-46 48-6	1¼x10½ 1¼x10½ 1%x4½ 1%x12	1½x13 1‰x10}	Reo Republic . Revere	1916 1917 1921 1918 A		1 x x121/4	1 x 1 x x6 1½x6		1915 1916 1916 1916	C E F C	11/2X	1½x 1½x 1½x		1917 1917 1918 1921	22A 22 22	1½x6 1½x7	1½x24 1½x7 1¼x25a 1¼x

## Chevrolet Begins Work on Two Important Industrial Additions

Wm. S. Knudson, Vice-President of Chevrolet Motor Company, in charge of operations, announces that work will be begun at once on two important industrial additions at Buffalo and at Cincinnati.

A tract of 29½ acres of land has been secured at Buffalo, located at the corner of East Delevan Ave. and the Erie R. R., with a frontage of 1,650 feet on the Erie and about 800 feet on East Delevan. The property is less than four miles from the center of the city. Buildings will be electer at once, with 400,000 square feet of floor space, for the Chevrolet Motor Car Company, and 200,000 square feet for the Fisher Body Corp. Both companies are subsidiaries of General Motors Corporation. Chevrolet will employ about 2,000 men at Buffalo and Fisher about 1,800, with a daily payroll of approximately \$23,000. The plants will produce 500 complete cars daily and every effort will be made to have them operating shortly after the first of the year, in order to meet the increasing demans for Chevrolet cars.

At Cincinnati, a tract of land comprising 16 acres, has been acquired. This is located at Norwood, a suburb about 5½ miles from the Cincinnati City Hall. There is frontage of 1,400 feet on the B. & O. tracks and 1,500 on the P. C. C. and St. L. The Norwood buildings will have 200,000 square feet of factory space for Chevrolet and 150,000 for Fisher. Chevrolet will employ about 1,200 men and Fisher about 900 in the production of 300 completed cars daily. The daily payroll will approximate \$14,000.

#### General Motors May Get Pierrot's Patent Rights

Considerable interest has been awakened in automotive engineering circles regarding the possibility of the General Motors Corp. taking over the American rights, or at least a license under the Henry Pierrot four wheel brake patents.

Pierrot arrived in this country recently in company with A. P. Sloane, Jr., it is said, and has been in conference with General Motors officials, although nothing definite has as yet been reported on his negotiations. Pierrot is conceded to hold several key patents in the front wheel brake field and is dealing with several prominent makers in Europe at the present time on a royalty basis.

#### Associated Motors Assets, \$9,564,555

A condensed balance sheet of the Associated Motor Industries as of July 15, 1922, shows this holding company to have current assets of \$9,564,555, as compared with current liabilities of \$1,210,060. Cash is given at \$1,365,939.

#### Kalamazoo Truck Makes Speed and Endurance Records

After circling a one-mile dirt track in 82½ seconds, a one-ton Kalamazoo truck recently made a 100-hour non-stop run. The distance covered in the non-stop run was 1972 miles, or an average of 19,7 miles per hour. The fuel average for the entire run was 14.3 miles per gallon. The average oil mileage was 141 per quart.

## List-Prices of all Makes of Tires and Tubes

### REVISED MONTHLY

EXPLANATION:—Under each size we have placed the list price of not only Casings, but also Tubes. The letters to the left of the line show the Type of Tread and Color of Tubes. P means Plain Tread; N. S., Non-Skid; G. T., Gray Tubes; B. T., Brown Tubes; R. T., Red Tubes. When price is given without letter or sign it means that the tire is manufactured in Clincher, quick Detachable Clincher, and Straight Side or Dunlop types. When a C appears with the price it means that the tire is made in Clincher type only; when Q, in Quick Detachable only; when D, in Dunlop or Straight Side only; when †, in both Clincher and Quick Detachable; when \*, in both Quick Detachable and Dunlop or Straight Side.

This compilation is for the benefit of the trade. We have used every care to give the latest authentic information, but we do not guarantee the absolute correctness of these prices and cannot be held liable for same. The Ferguson Publishing Company.

							8 2			9.51				5			371		
Name 7	Trade Name and Tread	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	35x4½	36x4½	33x5	35x5	37x5	36x6	38x7
Achilles Rubber & Tire Co., Binghamton, N. Y., June 1	5, 1922 Cord N.S. R.&G.T.	17.75 2.15	18.50 2.20	21.00 2.70	28.75 2.85	30.75 3.50	31.75 3.60	32.75 3.70	33.75 3.80	41.00 4.60	42.25 4.70	43.50 4.80	44.75 4.95			51.00 5.75	54.00 6.00	83.00 10.00	
Acme Rubber Mfg. Co., Trenton, N. Y. (6000) Aug. 15th, 1922	P. & Kam Tread N.S. Hemisphere N.S Cord N.S. R.T.		U.S. Carlotte State Cont.	c15.00 §16.00	*16.00 *18.00 d23.00 3.10	c23.00 $d26.00$	*24.00 d29.00	*25.00 d30.00	*26.00 d31.00	*33.00 d35.00	d36.00	d37.00	*33.00 d36.00 d38.00 5.10	*34.00 *37.00 5.40	d47.00	*40.00 *44.00 d49.00 6.30	*48.00 d51.00	d72.00 11.10	d90.0
Advance Rubber Co. 21 Gardner Ave., Brooklyn, N. Y., Aug. 15,	Top Notch" Cord N.S. 1922 G.T.			dis.00 2.80		d29.40 3.45			d34.25 4.00	d41.90 4.65	d42.85 4.75	d43.90 4.90		d46.15 5.30	d52.15 5.70	d54.75 6.00		:	
Ajax Rubber Co., 220 W 57th St., N. Y. C. Aug. 1, 1922	N.S. Road King N.S. Cord N.S G.T. R.T.	1.85 2.30	c 9.75 c11.40 1.95 2.45	012 50	d15.70 d22.95 2.60 3.05	c18.65 d26.45 3.20 3.55	3.30	3.45	3.60	d26.90 d37.70 4.20 4.75	4.35	4.45	4.50	4.70	5.15	5.40	d37.35 d51.85 5.60 6.55		::::
Allen Tire & Rubber Co., Allentown, Pa. Nov. 15, 1921 "Allen Vac	Ribbed N.S. uum Tread" Cord N.S. G.T. R.T. Cord Red T.		c12.35	c14.75 c18.00 2.25 2.80	d19.15	\$22.00 \$29.40 3.10 3.50	d25.45 d32.40 3.25 3.70	d26.80 d33.40 3.35 3.85	d27.35 d34.25 3.50 4.00	4.75	d35.20 d42.85	d36.25 d43.90 4.65 5.10	4.80 5.25	*38.60 4.90 5.40	5.10 5.70	d45.10	d46.00 d46.90 5.70 6.30 6.90		::::
Amazon Rubber Co., Akron, O. Aug. 7, 1922	Cord N.S. Heavy Duty Cord N.S. N.S. G.T. R.T.	2.45	e 9.75 2.15 2.50	c15.95 c10.50 2.45 2.90	2.80 3.05	d20.65 3.35 3.40	3.45 3.75	3.60 3.85	3.75 4.00	4.65	4.55	4.65	4.70	4.85	5.40	5.65	5.90 6.30		::::
American Tire Corp., Niles, Ohio July 20, 1922	N.S. Standard Cord Super-Size Cord		\$10.25 \$12.75	\$13.00 \$13.50 \$15.95	\$16.30 \$18.75 \$22.95	\$20.65 \$22.35 \$26.45	§21.40 §24.20 §29.15	§22.35 §25.45 §30.05	§22.85 §25.95 §30.85	§28.39 §37.70	E4	E	W						
Armstrong Rubber Co., Gerfield, N. J. Sept. 1, 1922	Cord Rbd. Cord N.S. R.T.		c15.00 2.20	d15.95	d24.10 d24.10 2.50	d27.75	d30.60	d31.55 d31.55 3.15	*32.40	d39.60 3.85	d40.50 4.00	d41.50 *41.50 4.15	*42.75 4.35	*44.00 4.40	d49.30 4.80	d51.75 *51.75 5.00	*52.50 5.25		::::
Ashland Tire & Rubber Co., Ashland, Ohio May 14, 1922	"Ashland" Cord. "Leviathan" Cord. "Ashland" Fabric "Leviathan" Fabric G.T. R.T.		11.00 10.00 1.95 2.40	11.75 2.20	19.85 17.20	18.90	3.15	32.20 26.50 22.65 3.30	33.00 27.25 23.40 3.45	37.90  4.10	38.65  4.25	39.75  4.30	45.90 40.80  4.35 5.10	4.55	5.05	56.60 49.75  5.25 6.00	58.90  5.50 6.35		
Badger Rubber Wks., Milwaukee, Wisc. Aug. 1, 1922	Beaver Fbr. Badger N.S. Badger Cord N.S. G.T.		c 9.90 2.00	c16.50	d16.50 d22.95 2.55	d26.45	d29.15	d30.05	d30.85	d37.70	d38.55 4.20	d39.50 4.30			d46.95 5.00	d49.30 5.25			
Beacon Tire Co., Beacon, N. Y. Dec. 1, 1921	"Rib Skid" G.T. R.T. "Red Seal" Cort Oversize G.T. Oversize R.T.	c10.25 1.70 2.10	c11.00 1.75 2.15 c15.65 2.20 2.55	2.05 2.50 c18.60 2.75	d26.00	2.75	2.85	3.30 d34.00 3.80	3.45 d34.65 3.85	d39.35 4.55	4.60	4.70	3.85 4.40 d43.35 4.80 5.35	4.60		6.15	4.85 5.50 d52.65 6.55 7.20		
Bergen Rubber Co., Rutherfo	ord, N. J. R.T.		2.40	2.80	2.95	3.45	3.65	3.80	4.00	4.65	4.75	4.90	5.10	5.30	5.70	6.00	6.30		
Bergougnan Rubber Corp., Trenton, N. J. Dec. 1 1921	Cord N.S. R.T.	::::::	11.50 2.50	18.90	26.75	22.40 30.85 3.60	34.00 3.85		35.95 4.20	44.00	45.00 5.00	46.10 5.15			54.75 6.00				
Chicago, Ill. July 5, 1922	urval Rand Fabrie N.S. 8,000 Kingston (G.T. R.T. 9,000 Sexton N.S. 12,000 Clinton Cord 10,000 Douglas Cord 0 Andover Fabries N.S. 12,000 Cameron Cord 8,000 Homestead N.S. Templeton Cord N.S.	9.90 1.95 2.20	10.30 1.95 2.25 c11.65 	11.60 2.25 2.55 c13.30 c18.75 c16.60 c14.40 c18.25 c12.80	2.55 2.75 d17.00 d25.90 d23.30 d18.85 d25.20 d15.70 27.40	17.05 3.10 3.35 c20.15 d30.25 d29.00 §20.90 d29.50 c17.60 33.40	19.60 3.25 3.55 d23.00 d33.45 d29.70 d24.75	20.65 3.35 3.70 d23.95 d34.75 d26.00 d26.00 d33.65 d22.00 5.35.90	5 21.20 3.50 3.80 6 d25.30 6 d35.50 0 d31.80 0 d26.50 6 d34.90 0 d22.70 0 36.80	3.85 4.15 0 0.d38.45 0.d36.05 0.d37.85 0 5.39.40	4.05 4.35 6 d39.50 6 d37.20 6 d31.00 6 d39.05	29.60 4.15 4.45 0.438.40 0.432.00 0.439.95 41.35	30.95 4.25 4.55 d41.65 d40.10 d33.40 d41.25 42.60	31.40 4.35 4.65 042.55 040.70 0433.90 042.10	4.60 5.15 648.10 046.40 047.30 047.65	36,25 4,80 5,35 d50,65 d47,40 d39,50 d50,15	38.50 5.10 5.60 d53.30 d50.30 d41.90 d52.75		
Black Hawk Tire & Rubber Des Moines, Iowa			1	c11.50	d14.25	c16.50	d20.50	d21.40	d21.8	0 d27.1	d28.10	d29.00	d30.3	d30.78	5	d36.15	d39.00		
Aug. 1, 1922	G.T.		1.90		2 55	3 10	3.20	3 3	5 3.5	0 4.0 0 d31.7	5 4.20	4.2	4.30	4.5	5 5.00	5.20	5.45		

NT.	n l N	1 00 -	l ca -	00.53	l oc	1		1		<del></del>		1	1	1			_		
	Frade Name and Tread	28x3			32x3½		32x4	33x4	-34x4					36x4½		35x5	37x5	36x6	38x
Blekre Tire & Rubber Co., St. Paul, Minn. Nov. 1, 1921	$7,500\mathrm{/Rbd}$ miles $\mathrm{N.S.}$ G.T R.T. 10,000 miles Cord N.S.		13.60 14.20 2.20 2.40	16.90	20.65 3.00 3.15	23.50 3.45 3.70	27.45	28.95 3.70 4.05	29.55 3.90 4.20	36.85 4.60 4.90	37.80 4.90 5.10	39.15 4.95 5.25	40.90 5.20 5.40	41.65 5.25 5.50	45.40 5.65 6.00	48.00 5.9 6.4	51.00 6.10 6.85		
Braender Rubber & Tire Co., Rutherford, N.J. Jan. 16, 1922	"Bull Dog" Fabric Cord G.T. Cord R.T.		2.10 2.40	c18.00	d25.50 2.55	c29.40 3.10	d32.40 3.20	d26.30 d33.40 3.35 3.80	d34.25	d41.90 4.05	d42.85 4.20 4.75	d43.90 4.25 4.90	4.30	d46.15 4.55 5.30	5.00	5.20	5.45	8.50	11.6
Brunswick-Balke-Collender C Chicago, Ill. August 1, 1922.	o., Suburban Fbr. B. B. C. Fbr. Cord Flat Tr. Suburban T. G. T	11.05 1.70		16.50	16.50 22.95	18.75 26.45 3.20	21.45 29.15	22.60 30.05	30.85	28.10 37.70 4.20	29.25 38.55	30.50 39.50 4.45	40.70	41.55	46.95	49.30			
Butler Bros. (7,500) 426 Randolph St., Chicago, Ill.	'Universal'' Cord N.S. 6,000) ''Gorilla'' / N.S. /Rbd. G.T. R.T.		c 6.50 c 6.25 1.10 1.30	e 7.95	d19.85 d10.55 d10.25 1.65 1.80	c11.00 1.95	d13.40	d26.00 d14.15 d13.95 2.10 2.45	d14.55 d14.50 2.20	d18.35	d19.35 d19.00 2.60 2.85	d32.25 d20.35	d32.75 d22.00 d21.50 2.95 3.25	d22.40		d39.75 *24.65 *24.25 3.25 3.65	*26.00 3.75		
anton-Blackstone Co., Youngstown, O. June 19, 1922	Ribbed N.S. Cord N.S. anton" "Blackstone" T		c12.00 c12.35	c13.75 §20.00 2.25	d19.15 d27.25 2.55	e21.35 d30.50 3.10	d24.95 d33.45 3.25	d26.30 d34.45 3.35	d35.35	d43.25 4.65	d44.20 4.80	d45.30 5.00	d46.65 5.15	d47.60 5.30	d53.80 5.60	*56.50 5.90	*59.40	10.00	13.
arlisle Tire Corp., Stamford, Conn. June 1, 1	922 Lightning Tread Tubes		2.75	3.10	d26.00 3.40	d33.00 3.80	d36.00 4.05	d37.00 4.25	d39.00 4.40	d47.00 5.10	d48.00 5.30	d49.00 5.40	d50.00 5.60	d51.00 5.90	d58.00 6.30	d61.00 6.65	d64.00 6.90		
arlisle Tire & Rubber Co., Carlisle, Pa. May 10, 1922 "Carmojon l	"Carmojon" $\left\{ \begin{matrix} G.T. \\ R.T. \\ B.T. \end{matrix} \right\}$ De Luxe" $\left\{ \begin{matrix} B.T. \\ B.T. \end{matrix} \right\}$		1.80 1.95 2.20 2.30	2.00 2.15 2.50 2.70	2.10 2.25 2.70 2.90	2.50 2.70 3.20 3.30	2.60 2.80 3.40 3.50	2.65 2.85 3.45 3.60	2.70 2.90 3.50 3.70	3.15 3.40 4.00 4.40	3.20 3.45 4.20 4.60	3.25 3.55 4.25 4.70	3.30 3.60 4.30 4.80	3.35 3.65 4.40 4.90	3.55 3.85 4.70 5.30	3.70 4.00 4.90 5.50	5.05		
entury Rubber Works April 1, 1922 Cicero, Ill.	"Atlas" N.S. Fibre "Century" N.S. Fbr. N.S. Cord Tubes		9.85 10.95 1.90	12.35 13.75 18.00 2.25	17.25 19.15 25.50 2.55	19.22 21.35 29.40 3.10	22.45 24.95 32.40 3.20	23.65 26.30 33.40 3.35	24.15 26.85 34.25 3.50	41.90 4.05	42.85 4.20	43.90 4.25	45.20 4.30		52.15 5.00	54.75 5.20			
eveland Rubber Corp., Cleveland, O., Dec. 12, 192	Cord N.S. R.T.			c22.00 3.35	d26.70 3.50		d33.60 4.25	d34.70 4.30	d35.70 4.40	d44.15 5.25	d45.20 5.40	d46.35 5.55	47.70 5.80		d55.00 6.60	d57.75 6.80	d60.75 7.20		
max Rubber Co., Columbus, O. Jan. 16, 1922	G.T. R.T.	1.75 2.25		2.20 2.75	2.50 2.90	3.00 3.35	3.15 3.65	3.30 3.75	3.40 3.90	4.00 4.55	4.10 4.65	4.20 4.85	4.25 5.05	4.50 5.25	4.90 5.60	5.25 5.95	5.35 6.25		
oast Tire & Rubber Co., Oakland, Calif. "Cos Aug. 10, 1922	Cord N.S.		c12.75	c10.49 c14.95 c14.95 c18.95 2.80	111 22 27 27	c22.15 c20.65 d26.80 3.50	d29.50 3.70	d30.40 3.85	d31.45 4.00	d38.15 d	139.60 4.90	d39.90 5.10	d41.50 5.25	142.40	148.00 5.70	d50.30 6.00	d52.90 6.30	d80.90	
olumbia Tire & Rubber Co., Mansfield & Columbiana, '' Ohio, Aug. 7, 1922 Aug. 7, 1922	"Columbia" N.S. Columbia" Cord N.S. "Apex" Fbr. G.T. R.T.			c10.90 c14.65 8.75 2.30 2.80	116 30	c20 65	d21.20 d29.15 d	122 25	199 95	_	1				46.95 5.05 5.55		51.85 5.45 6.15	11.50	
olumbus Tire & Rubber Co., Columbus, O. April 25, 1922	Cord N.S. & Rbd. G.T.			c14.75 c19.95 2.45	125.50 2.55	3.10	d25.45 d32.40 3.20	126 . 80	127 35			-					d57.60		
ombination Rubber Mfg. Co. Bloomfield, N. J. Aug. 15, 1922 'Viking''	Fabric Cord G.T. R.T.		1.90 2.40	c14.90 c16.20 2.25 2.80	117.75 122.95 2.55 2.95	\$20.65	122.90 129.15 3.20 3.65	124 10 6	124 60	130 65 6	31 70	132 65	122 55	d	137.60 146.95 5.00 5.70	140.05	d42.50 d51.85 5.45		13.4
ontinental Rubber Works, Erie, Pa. Aug. 1, 1922	"Vitalic" Cord Fabric G.T. R.T. Extra Heavy R.T. Dbl. Weight G.T.	1.80 2.30 2.75	c11.40 1.90 2.40 2.90	e17.40 e13.00 2.25 2.80 3.35 3.15	122.95 116.90 2.55 2.95 3.55 3.55	126.45 c21.35 3.10 3.45 4.15 4.15	129.15 122.45 3.20 3.70 4.45 4.25	30.05 3.25 3.80 4.55 4.35	130.85 124.15 3.50 4.00 4.80 4.65	4.05 4.60 5.50 5.05	38.55 4.20 4.75 5.70 5.25	4.30 4.90 5.90	133.55 4.35 5.10 6.10	134.00 4.55 5.30 6.35	5.00 5.70 6.85	139.30 5.25 6.00 7.20	d41.70 5.45 6.35 7.60		
ord Tire Corp., Chester, W. Va., Aug. 1, 192	"Superior" Cord N.S.	••••					l32.95 d		10000000		7	5.40	5.45	5.70 d	6.00	6.30 l52.60	6.55		
rona Cord Tire Co., East Butler, Pa. Au6. 25, 1922	Oversize N.S. G.T. R.T.		e56.55	2.80 2.25	122.95 2.95 2.55	126.65 3.45 3.10	129.55 d 3.65 3.20	30.05 d 3.80 3.35	35.85 d 4.00 3.50	37.75 d 4.65 4.05	58.55 d 4.75 4.20	139.50 4.90 4.25	140.70 5.10 4.30	5.30 4,55	66.95 5.70 5.00	149.30 6.00 5.20	6,35		
mberland Tire & Rubber Co Louisville, Ky. Dec. 1, 1921	Cord N.S. Cord R.T. Cord G.T.		2.80 2.25	2.55 3.10			133.40 d 3.55 3.95		and the same of	- 251	and the same of th	-04/18/m200	16.00		52.15 d 5.55 6.15		0.10		
pples Co., St. Louis, Mo. July 19, 1922	Ci m		c		16.15 c	15.20 d 24.30 d 3.45 3.10	20.45 d 25.20 d 3.70 3.20	21.85 d	22 25 d	24 30 d	25 20 d	26 40 d	27 45			35.55	145.90 6.35 5.55		
rtis Tire & Rubber Co., Rochester, N. Y. Nov. 21, 1921	G.T. .			20.50 17.65 3.00 3.45	28.75 20.25 3.25 3.75		27.55	28.40	36.25 29.00 4.40 4.80	43.95 5.10 5.60	5.25 5.80	46.95 5.35 5.95	add a second	ALICE STREET		55.90 6.65 7.35	58.45	84.80 10.05 11.20	
yton Airless Tire Co., Dayton, O., Feb. 1, 1922			19.25	22.00 22.75		:::::::::::::::::::::::::::::::::::::::	::::::	::::::		·····					:::::	:::::			
yton Rubber Mfg. Co., Dayton, O. Dec. 5, 1921	P N.S Cord N.S G.T R.T		10.80 c	12.75 13.50 d 17.95 d 2.75 3.10	18.30 c 25.95 d 3.00 3.30	21.25 d 29.50 d 3.55 3.85	32.75 d3	5.90	27.25 34.95 4.00 4.20	41.75 de 4.65 5.00	42.75 4.75 5.20	35.75 d 43.75 d 4.90 5.30	37.25 d 44.75 d 4.95 5.55	37.75 45.95 5.35 5.80	51.75 d 5.65 6.10	43.75 54.50 5.90 6.40	157.15 d	182.25 d 13.45 9.10	1120.1 17.6
lion Tire & Rubber Co., Baltimore, Md. Nov. 21, 1921	(10,000) {Cord N.S (Cord Rbd R. & G.T Cord T			18.30 2.25 2.80	25.75 2.55 3.10	3. jö	3	31.85		42.70 40.60 4.05 4.75		44.85 42.60 4.30 5.10	-	47.10	53.20	55.85 53.05 5.25 6.00		78.55	

Tame Trac	de Name and Tread	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	35 <b>x</b> 4⅓	36x4½	33x5	35x5	37x5	36x6	38x7
Denman-Myers Cord Tire Co., Cleveland, O., Nov. 21, 1921	Cord Rbd. & N.S. Cord G.T.		::::::	c20.55 4.25	d26.90 4.40		d34.50 4.95		d36.05 5.50	d43.50 6.25	d44.60 6.50	d46.05 6.75	d47.10 6.95	::::::	d54.50 7.70	d57.10 7.90			::::
(see also Goodrich & Co. B.F. July 20, 1922	p. pouble Diamond Tr) "Squeegee" N.S. Diamond Fr. Cord Squeegee" Fr. Cord G.T. R.T.		c 9.20 c 9.65 c10.25  1.90 2.40	c13.50	d16.30 d22.95 2.55 2.95	d26.45	d21.20 d29.15 3.20 3.65	d22.35 d30.05 3.35 3.80	d30.85	4.05	d38.55 4.20 4.75	d39.50 4.25 4.90	d40.70 4.30 5.10	d41.55 4.55 5.30	d46.95 5.00 5.70	d49.30 5.20 6.00	d51.85 5.45 6.35		
oss Rubber & Tube Co., Atlanta, Ga. Nov. 10, 1921 "Gre	P. N.S. Cord N.S. G.T. R.T. Comp. T. sgorian'' { N.S. Cord N.S.		13.15 15.45 2.15 2.65 13.60 12.10	18.45 21.75 2.55 3.10 15.30	18.25	23.30 27.45 3.45 3.75 22.10 20.15	26.69 30.69 37.30 3.55 3.95 23.80 24.20 37.65	28.00 32.35 38.80 3.70 4.10 25.10 25.45 38.80	40.00 3.90 4.30 26.35 26.00	4.50 5.00		42.10 44.85 4.75 5.30 30.60 34.50 44.70	43.50 4.80 5.50 31.85 36.10	5.05 5.75 33.15 36.65	50.10 53.30 5.55 6.15 39.95 53.00	51.50 55.90 5.80 6.50 35.70 42.35 55.70	53.30 6.05 6.85 37.40 44.90		
Oural Rubber Corp., Flemington, N. J., Nov. 15, 19	G.T. R.T.	2.35 2.70	2.45 2.80	2.75 3.10	3.00 3.35	3.70 4.05	3.80 4.15	3.90 4.25	4.00 4.35	4.90 5.25	5.00 5.35	5.10 5.45	5.25 5.60	5.40 5.75	6.10 6.45	6.25	6.50 6.85	10.40	13.5
ckrode Rubber Co., Inc., Newark, N. J., Nov. 15, 1921	R.T.		2.45	2.70	2.90	3.45	3.70	3.85	4.00	4.75	4.90	5.10	5.25	5.40	5.70	6.00	6.30	9.40	
dison Tire & Rubber Co., Chicago, Ill. May 1, 1922 Heavy Duty Fl	Fbr. N.S. Oversize Cord N.S. at Tread Cord N.S. G.T. R.T.		2.10 2.40	c22.05 2.40	d26.95 d29.60 2.55	3.10	d35.65	d26.30 d36.75 d38.80 3.35 3.80	d39.85 3.50	4.05	4.20	4.25	4.30 5.10	4.55 5.30	5.00 5.70	d56.00 5.20 6.00	5.45 6.35		
mpire Tire & Rubber Corp., Trenton, N. J. Aug. 1, 1922	Fabric N.S. Cord N.S. G.T. R.T.	::::::	0 9.65 1.60 1.75	1.80 2.00	2.20 3.10	\$26.45 2.25 3.45	2.35 3.65	d30.05 2.45 3.80	d30.85 2.55 3.95	2.95 4.60	3.05 4.80	3.10 4.90	3.20 5.05	3.30 5.20	3.65 5.60	3.85 6.00	4.00 6.30	9.40	6
Crie Tire & Rubber Co., Sandusky, Ohio, Aug. 5, 1922	Cord Rbd. & N.S. R.T.			e13.50 2.70	d22.95 3.00	d26.45 3.40	d29.15 3.50	3.65	3.80	4.60	4.75	4.90	d40.70 5.00	5.25	6.00	6.25	6.60		
Cureka Tire Co., Trenton, N. J. Sept. 1, 1922	Cord N.S. R.T. G.T.	:::::::	c10.25 2.40 2.15	2.80 2.50	2.95 2.65	3.45 3.10	3.70	3.80 3.40	d30.85 4.00 3.60	d37.70 4.60 4.20	4.75 4.25	4.90 4.40	4.60 4.60	5.30 4.75	5.15	6.00 5.40	6.85 5.75		
alls Rubber Co., Cuyahoga Falls, O. Nov. 10, 1921	Cord Rbd. & N.S. "Evergreen" Tubes	:::::	c12.00 2.40		d27.75 d20.00 3.00	d31.00 c22.50 3.35	d34.00 d26.50 3.60	d35.25 d27.50 3.70	d36.50 d28.50 3.80	d35.00	d36.00	d37.00	d47.00 d38.50 5.00	*48.50 d39.50 5.20	d53.75 5.50	*56.50 d45.00 5.85	*59.00 d48.00 6.15		
'alor Mfg. Co., Akron, O., May 1 'aure, A., 153 W. 56th St., N. Y. City	, 1922 GT.  Improved Cords Super Tubes			2.25 16.80 3.40	2.55	3.10	30.50 4.50	3.35 31.60 4.70		4.05 39.40 5.60	4.20 40.75 5.90	4.25 41.65 6.10	4.30	4.55	5.00 49.70 7.10	5.20 51.80 7.60	5.45		
	Plain Black "Defender" Cord "Traffik" "Rugged" Blue Pennant" Cord Standard G.T.		c 8.95 c9.95 c11.95	c16.95	2.05	d26.45	3.25	d30.05	d30.85 3.55	d37.70 4.10 4.85	4.25	4.40	4.55	d41.55 4.70	d46.95 5.00 5.75	d49.30 5.25 6.00			
idelity Tire & Rubber Co., Massillon, O., May. 15, 1922	Cord N.S.		10.50	12.00 15.00					•••••										
irestone Tire & Rubber Co , Akron, O. Aug. 1, 1922	Cord N.S. Fabric N.S. G.T. R.T		68.95 1.90 2.40	c10.65 2.25	2.55	c20.65	3.25	3.35	3.50 4.00	4.10	4.20	4.30	4.35	4.55	5.00	5.30 6.00	5.45		
isk Rubber Co., Chicopee Falls, Mass. July 31, 1922	Regular Tubes Heavy Tubes P. N.S. Red Top Cord N.S.		c 9.85	3.00 c10.65 c12.85 c15.85	3.25 d17.00 d19.65	c18.75	4.00 d21.00 d23.65	4.00 d22.00 d24.65	d22.95	5.00	5.00	• • • • • •	5.25		5.00 5.75 d46.95	6.10	d51.85	13.50 d70.00	
G. & J. Tire Co., 1790 Broadway, N. Y. City July 29, 1922	R.T.		c9.25 c 9.75 c11.40 2.45 1.95	c10.65 c13.00 §14.65	044.90	1020.40	d20.85 d22.45 d29.15 3.80 3.30	idau, ua	d22.40 d24.15 d30.85 4.10 3.60	4.75	GG. 66D	d32.05 d39.50 5.05 4.45	1040.70	d34.00 d41.55 5.45 4.70	d46.95 5.85 5.15	d49.30	6.55		
Gates Rubber Co., Denver, Colo. Sept. 5, 1922	Cord N.S. R.T		c 9.90 2.40	c11.40 c12.90	d16.30 d23.85	c20.65 d26.90	d21.65 d28.55	d22.80 d29.40	d23.25 d30.75 4.00	d28.95 d36.80	d29.90 d37.70	430 80	d32.40 d39.60	5.40	d47.65	d49.80	d52.10		
leneral Tire & Rubber Co., Akron, O. Sept. 1, 1922	N.S. G.T. Cord R.T.		c12.15 2.35 2.60	2.40	d23.95 2.85 3.60	3.40	d31.05 3.60 4.10	3.70	d37.20 3.90 4.50	*40.05 4.45 4.85	d40.40 4.50 5.10	4.60	4.95	*48.10 5.20 5.70	d49.70 5.50 6.20	*50.15 5.70 6.50	6.25		
Siant Tire & Rubber Co., Findlay, O. Jan. 1, 1922	"Hancock" Fabric G.T. R.T.	1.55	7.40 1.65		2.10	2.60	29.20 2.75 3.50	30.00 2.85 3.70		3.50	36.40 3.70 4.60	37.27 3.80 4.75	38.40 3.90 4.85	4.00 4.95	44.27 4.35 5.50	46.54 4.50 5.70	4.70 5.90		
Eilette Rubber Co., Eau Claire, Wis. Aug. 10, 1922 "Gillette"	N.S. Cord N.S. G.T. & "Chippewa" R.T.		c 9.90 1.90 2.40	c15.95 2.25	d22.95	c26.45 3.10	3.20	d30.00	d30.75	4.05	d38.55 4.20 4.75	d39.50 4.30 4.90	d40.75 4.35 5.10	d41.50 4.50 5.30	d46.90 5.00 5.70	5.25	5.45	d70.50 10.90	14.
Girard Tire & Rubber Co., Trenton, N. J., Nov. 15, 1921	N.S. Cord N.S.		12.50	14.45 26.70	20.10		26,40	27.80	28.50	35.50	36.70	37.90	39.60	40.40 57.30		46.20	18.90		

	H	1		1	Ť.	1	1	,	7										
Name T	rade Name and Tread	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	35x4½	36x4½	33x5	35x5	37x5	36x6	38x
Globe Rubber Tire Mfg. Co. Trenton, N. J. Nov. 15, 1921	Rbd. & H.B. Cord Rbd. & H.B. R.T. G.T.		c12.50 2.50 1.95	2.80	2.95	3.48	0.10	3.80	11035 95	d43.90	4.75	4.90	d47.20 5.10	d48.30 5.30	5.70	*57.30 6.00	6.35		7
Goodrich Co., B. F. "Silverto Akron, O. July 20, 1922	wn'' Cord Rbd. & N.S. G.T. R.T. N.S.		1.90 2.40 c10.25	2.25	2.95	$\begin{bmatrix} 3.10 \\ 3.45 \end{bmatrix}$	d29.15 3.20 3.65 d21.20	3.35	3.50	4.05	4.20	4.25	d40.70 4.30 5.10	d41.55 4.55 5.30	d46.95 5.00 5.70	5.20	d51.85 5.45		
Goodyear Tire & Rubber Co., Akron, O. August 1, 1922 Cor	P. All Weather, N.S. d All Weather & Rbd. Cord Cross Rbd. Regular Tubes Heavy Tourist Tubes		c9.20 c10.25  2.00 2.40	c12.50	d22.95 d19.25 2.55	d26.45	d21.20 d29.15 d24.50 d24.50 3.25 3.70	d30.05 d25.25		431.45	d38.55 d32.15 4.90	d30.80 d39.50 d32.95		d41.55 5.40	d46.95 d39.10	d41.05			
Gordon Tire & Rubber Co., Canton, O. Nov. 19, 1921	"Locotraction" "Triangle Tread" G.T. R.T. Cord N.S.		c12.35 1.90		d19.15 2.55 3.10	c21.75 3.10	d25.40	d26.75 3.35	4.00	4.00	4.20	4.30	4.35	4.55	5.00	d44.50 5.25 6.00 d55.85	5.45	900 00	
Grand Rapids Tire & Rubber Grand Rapids, Mich. "Cor Aug. 14, 1922	Corp., duroy" Heavy G.T. Heavy R.T.			§15.95 2.25	d22.95	§26.45 3.10	d29.15 3.20	d30.05	d30.85	d37.70 4.05	d38.55 4.20 4.75				d46.95 5.00 5.70	d49:30	5.45	d85.75	
Grow Tire Co., Boston, Mass. May 19, 1922	Cord N.S. R.T.			c13.00 c19.00 3.85		c20.00 d29.45 4.90	d25.45 d32.50 5.00	d33.50	d27.35 d34.50 5.35	d42.70 6.25	d43.75 6.50	144.85 6.65	d46.10 6.85				d61.00	d78.55	
Hamilton Rubber Mfg. Co., Tr. Dec. 1, 1921 Hanes Rubber Co.,	enton, N.J. R.T.  "Midget" Cord N.S.	2.15		2.70 c13.15	2.95	3.45		3.80	4.00	4.60	4.75	4.90	5.10	5.30	5.70	6.00	6.35		_
Winston-Salem, N. C. Sept. 1, 1922 Hannibal Rubber Co.	"Midget" R.T.		2.40 c10.95	2.80		3.50	d29.15 3.70	3.85	4.00	d37.70 4.75	4.90	5.10	5,25		5.70			d74.70	
Hannibal, Mo. Dec. 1, 1921 "Mark Twain"	Cord N.S. G.T.		c10.95	c13.75 c19.60	d19.15 d25.50 2.55		d25.45 d32.40 3.20	d33.40	d34.25	d41.90	d35.20 d42.85 4.20	136.25 143.90 4.30	d37.95 d45.20 4.35	d38.45 4.55	d52.15 5.00	d43.65 d54.75 5.25	d46.30 5.45		
Hardwear Tire Corp. East Rutherford, N. J. June 15, 1922	(6,000) Fabric (8,000) Cord R.T.		2.40	c14.60	d23.00 2.95	c15.00 d23.75 3.45	d25.00 3.65	d25.50 3.80	d26.00 4.00	d32.50 4.65	133.50 4.75	134.50 4.90	d36.00 5.10	d38.00 5.30	d40.00 5.70	d42.00 6.00	d44.00 6.35	d68.00 8.00	
Iawkeye Tire & Rubber Co., Des Moines, Ia. Nov. 15, 1921	N.S. G.T. Santa Fe P. Santa Fe N.S.		12.35 2.35 9.85 10.40	14.75 2.75 12.55	21.15 3.00 19.15	24.05 3.40  22.05	3.60	28.80 3.75 26.80	29.35 3.95 27.35	36.05 4.65 34.05	37.20 4.80 35.20	38.25 5.00 36.25	39.95 5.10 37.95	40.50 5.30  38.50	44.20 5.60 42.20	46.55 5.90 44.55	6.20		
Akron, Ohio	000 Mile Cord N.S.			c15.00	•••••			•••••	•••••								•••••		
Iewitt Rubber Co., Buffalo, N. Y. Aug. 10, 1922	"Hewitt" Cord "White Sea," Cord G.T. R.T.	1.95 2.25	2.00				d26.25 3.25	d27 10	d30.85 d27.80						140 00	140 00	d46.70		
Iowe Rubber Co., New Brunswick, N. J. June 26, 1922 "Clov	N.S. R.T. Cord Rbd & N.S. er Leaf" Black Tread	2.15	2.25	c24.75	3 201	3 60	d33.10	3.85 d34.20	d32.00 4.00 d35.45	4.75 d42.25	4.90	5.10 44.20	5.25 145.30	146.40	5.70 152.00	6.00 d54.30	6.30 d57.30	9.65 d85.00	14.9 120.0
Tubbell Rubber Co., Cleveland, Ohio Jan. 1, 192							d32.40							l46.15	52.15	d54.75	d57.60		
Hydro-United Tire Co., (10,00 Philadelphia, Pa. June 15, 1 deal Tire & Rubber Co.,	1922 Tubes		2.00	2.20	2:55	3.10	3.25	3.35	3.50	4.15	4.30	4.45	4.60	d	41.25 5.00	143.75 5.25	• • • • • •		
Cleveland, O. Aug. 7, 1922	"Greyhound" (G.T. R.T. reyhound" Cord N.S. "Ranger" N.S. Aero Cord.	c8.95	1.60 2.00 c 9.10	1.85 2.35 217.30 211.45 215.60	117.10 2.15 2.45 124.85 115.95 121.25	c20.65 2.60 2.80  c17.80 d25.00	d21.20 2.65 3.00 d29.15 d19.00 d26.65	122.35 ( 2.80 3.10 130.05 ( 120.10 ( 127.00 (	122,85 d 2,90 3,25 130,85 d 120,60 d 127,55 d	128.80 3.40 3.75 137.70 d 125.00 d 133.35 d	3.50 3.90 38.55 25.90 34.25	30.70 d 3.55 4.00 39.50 d 26.75 d 35.20 d	32.10 3.60 4.10 40.70 28.00 36.10	3.80 4.35 41.95 428.90	4.15 4.65 46.95 42.35	137.65 4.35 4.90 149.30 132.65	4.90 5.10 5134.00		
ndia Tire & Rubber Co., Akron, O. Aug. 5, 1922	Cord N.S. G.T. R.T.		c11.70	214.65 d	119 05	c20.65 d26.20	d23.05 d28.90 3.45	194 45	\$25.20 . \$30.70 d 3.70			40.25 d 4.55		42.75 d			52.75	177.30 d	1108.0
nland Rubber o., C Chicago, III. Aug. 10, 1922 Aug. 10, 1922	"Irco" Cord "Irco" Fabrics G.T.		0 9.65 c	15.95 d 13.50 . 10.65 . 2.25	2.55	d26.45	3.20	130.05 d	130.85 d	4.05	4.20	4.25	4.30	4.55	46.95 d	-			
wa Cord Tire Co., Des Moines, Iowa Sept. 1, 1922	P. N.S. Cord P. Cord N.S.		2.40 9.70 c10.71 c14.73 1.90 2.35	2.80 11.00 . 12.33 d 14.20 d 16.25 d 17.85 d	2.95 115.84 118.57 121.53 123.58	3.45 c17.87 c21.00 c23.55 c25.77	3.65 d21.06 d d24.70 d d27.35 d d29.93 d	3.80 22.05 d 25.89 d 28.26 d 30.84 d	128.96 d 131.68 d	4.65 28.13 d: 33.01 d: 33.80 d: 36.77 d:	4.75 29.03 d: 34.06 d: 34.56 d: 37.62 d:	4.90	5.10	5.30	5.70	6.00	6.35	61.25	
KL Tire Co.,	R.T Diamond Cup N.S		c8.75	c9.65 d	118.75	§10.75	d20.75	125.20	3.45 3.80	4.00	-	4.20 4.70 46.90	4.25 4.85	4.45 5.10		5.15 6.65	5.35	11.30	15.0
Peoria, Ill.  hnstown Automobile Co., Johnstown. Pa.	G.T.		1.95	2.55	2.90	3.10	3.55	3.75	3.60	4.20	4.35	4 75	4.50	4.70	5.15	5.85	5.60		
ohnstone Tire & Rubber Co. La Porte, Ind. Nov. 15, 1921	B.T.		2.05 2.60	20.75 213.55 2.40 3.05	130.15 20.15 2.95 3.65	c23.00 3.50 4.40	d38.05 d26.40 3.60 4.50	139.15 \$26.80 3.80 4.75	140.15 \$28.35 3.90 4.90	4.65 5.85				39.85	53.15 5.90 7.15	155.75 6.20 7.35	*47.70 6.20 7.75		

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Name Tra	de Name and Tread	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	35x4½	36x4½	33x5	35x5	37×5	36x6	38x
Keaton Tire & Rubber Co., San Francisco, Cal. Aug 7, 1922	Cord Rbd. & N.S. R.T.		2.40	c16.90 2.80				31.85 3.80							51.90 5.70	55.90 6.00		::::::	
Kelly Springfield Tire Co., New York Oct. 2, 1922	Kant-Slip. Cord K.S.—B.B. R.T		e10.30 2.15	e11.90 e14.65 2.70	d16.80 d23.00 2.90	c19.20 c26.40 3.35	d22.00 $d29.10$ $3.45$	d22.80 d30.00 3.60	d23.80 d30.95 3.70	d37.80 4.65	d38.75 4.75	d39.50 4.95	d40.90 5.00	d41.85 5.25	d46.80 6.00	d49.25 6.25	d51.90 6.65	d79.65 10.65	d109.
Kenyon Co., Inc. First Ave. & 57th St., Brooklyn, N. Y. Aug. 8, 1922	Cord N.S. "Duro" Cord N.S. R.T. B.T. Super-Cord G.T.		c14.20 2.20 1.65 2.85	c15.00 c12.50 2.40 1.80	d22.95	d26.45 d22.65 3.00 2.70	d29.15 d23.65 3.25 2.85	d30.05 d24.65 3.50 2.95	d30.85 d25.65 3.70 3.00	d37.70 d30.50 4.00 3.60	d38.55 d31.50 4.20 3.75	d39.50 d32.50 4.40 3.85		d41.55 4.90 4.05	d46.95 d38.50 5.10 4.50	d49.30 d39.50	d51.85 5.60		
Keystone Titr & Rubber Co., New York City, N. Y. Aug. 10, 1922	Cord N.S. Fabrics Tubes		c10.25 2.40	c15.95 d11.65 2.80		d26.45		d30.05			d38.55 4.75		d40.70 5.10		d46.95 5.70	d49,30 6.00		d74.33	
Kokomo Rubber Co., Kokomo, Ind. Aug. 10, 1922	Cord N.S. Grip" N.S. & Rbd. "Super Twin" Grip Crusader Fabric Crusader Cord			c11.50	d16.30	d26.45 c18.65		d30.05 d22.35	d30.80		d38.55	d39.50	d40.70	d41.55	d46.95	d49.30		d70.00	
	G.T. R.T.	1.85		2.25	2.55			3.35 3.80	3.50		4.20 4.75	4.25	4.30 5.10	4.55 5.30	5.00 5.70	5.20	5.45 6.35	12.45	
Lambert Tire & Rubber Co., Akron, O. May 3, 1922	"Trublpruf" Rbd. N.S.			27.85 27.85	38.80	36.75		•••••	56.00	-		59.75		::::::					
Aug. 1, 1922	Cord N.S. Oversize Fabric N.S. Heavy Tubes Lancaster Tubes		1.90	c14.75	c18.25 2.95	3.40	d29.15 d24.25 3.60 3.20	3.75	3.90 3.50	4.50	4.70	d39.50 4.85	4.95		5.60	d49.30 5.90			
Latex Tire & Rubber Co., Fond du I.ac, Wisc. June 1, 1922	Rbd. & N.S. Cord N.S. G.S. Tubes		10.95	13.75 18.00 2.25	19.15 25.50 2.55		24.95 32.40 3.20	33.40	26.85 34.25 3.50	41.90	34.50 42.85 4.20	35.65 43.90 4.25	37.90 45.20 4.30	4.55	42.00 52.15 5.00	44.45 54.75 5.20	5.45	: ::::::	
Lee Tire & Rubber Co., Conshohocken, Pa. Aug. 5, 1922 "De Luxe" Cord	Ribbed N.S. G.S. Tubes Puncture (Ribbed Proof) N.S. I N.S. eture Proof Cd. N.S.		2.00 c19.10	c24.75	d29 95	c31 85	3.70 d34.45 d29.15 d39.85	3.85 d36.25 d30.05 d40.75	4.00 d37.05 d30.85		4.90 d38.55	5.10 d39.50	5.25 d40.70	5.40 	5.70 d46.95	6.00 d49.30	6.30 d51.85	10.15 d85.75	
Lincoln Highway Tire Co., 1339 So. Michigan Ave., Chicago, Ill. Nov. 18, 1921	Rbd. N.S. G.T. R.T.		c12.80 c13.05 1.90 2.40	c14.95 c15.20 c15.75	d19.25 d20.25 2.55 2.95	c21.50 d24.65 3.10 3.45	d25.55 d26.90 3.20 3.65	d26.85 d26.90 d28.30 3.35 3.80	d27.45 d27.45 d28.90 3.50 4.00	d34.20 d36.00 4.05 4.65	d35.30 d37.15 4.20 4.75	d36.40 d38.35 4.25 4.90	d38.10 d40.10	d38.70 a40.70 4.55		d44.60	d47.40 d49.90 5.45		
Lion Tire & Rubber Corp., Lafayette, Ind. April 17, 1922	Cord N.S.  Fabrics Tubes Cords Cord Tubes		8.95 1.65		16.75	18.10 2.45	19.65 2.60 30.30 3.15	20.20 2.70 31.30 3.30	21.95 2.85 32.00 3.45	3.30 38.60	32.25 3.45	33.80 3.60 42.40 4.30	35.35 3.70 44.35 4.50	36.90 3.85 45.50 4.65	d54.75	43.00 4.30 51.60 5.15	46.10 4.50		
ondon Rubber Co., Pittsburgh, Pa., Nov. 15, 1921	G.T. R.T.		1.90 2.40	2.25 2.80	2.55 2.95	3.10 3.45	3.20 3.65	3.35 3.80	3.50 4.00	4.05 4.65	4.20 4.75	4.25 4.90	4.30 5.10	4.55 5.30	5.00 5.70	5.20 6.00	5.45 6.35		
McClaren Rubber Co., Charlotte, N. C. Aug. 1, 1922	"Autocrat" Cord All Road Cord G.T. R.T.		9.95 1.90 2.40	e18.75 11.95 2.25 2.80		d29.45 3.10 3.50	d32.50 20.95 3.20 3.70	d33.50 21.95 3.35 3.85	d34.50 22.95 3.50 4.00	d42.80 4.05 4.75	4.20 4.90	4.25 5.10	4.30 5.25	d47.15 4.55 5.40	5.00 5.70	5.25 6.00	d58.80 5.45 6.30	d82.65 10.90	
MoLean Tire & Rubber Co., East Liverpool, O. Nov. 15, 1921	Cord N.S. G.T. Cord G.T.	1.85	c12.35	c18.30	d25.50	c22.00 3.10 4.10	d25.45 d32.40 3.20 4.20	d26.80 d33.40 3.35 4.25	d27.35 d34.25 3.50 4.30	d41.90 4.05 5.00	d35.20 d42.85 4.20 5.10	d36.25 d43.90 4.25 5.20	d38.50 d45.20 4.30 5.30	d46.15 4.55 5.45	d52.15 5.00 6.00	*44.50 d54.75 5.20 6.20	*47.20 d57.60 5.45 6.45		
McTal Rubber Co., West Haven, Conn. Jan. 1, 1	922 G.T. R.T.		1.90 2.40	2.25 2.80	2.55 2.95	3.10 3.45	3.20 3.65	3.35 3.80	3.50 4.00		4.20 4.75	4.25 4.90	4.30 5.10	4.55 5.30	5.00 5.70	5.20 6.00	5.45 6.35	7.75 8.85	11 . 12 .
Madison Tire & Rubber Co., Inc Buffalo, N. Y. June 5, 1922	Cadet Cord N.S. Cord N.S. G.T.			c15.00 c18.00 c21.00 2.40	d32.00	§33.90	d36.90	d31.00 d37.90 3.50	d38.20	d45.75 4.35	d47.00 4.45	d48.00 4.60	d49.50 4.65	d50.75 4.85	d57.00 5.30	d60.00 5.50	d63.00 5.75	8.90	
Majestic Tire & Rubber Co., Indianapolis, Ind. No 15, 1921	P. N.S. G.T. R.T. Cord N.S. Cord Rbd. G.T. R.T.		c10.50 c10.75 1.95 2.40	c12.75 2.30 2.80 c26.35	d21.30 3.10 3.40 d29.60 d28.90 2.60 2.95	c19.25 2.60 2.95	d25.55 3.20 3.55 d37.65 d36.70 3.20	d26.90 3.35 3.70 d38.80 d37.80 3.35 3.70	d27.45 3.50 3.85 d39.85 d38.85 3.50	d42.55 d41.50 4.05	d43.55 d42.50 4.20	d44.70 d43.55 4.30	d46.00 d44.80 4.35	d46.95 d45.75 4.55	d53.00 d51.70 5.00	d55.70 d54.30 5.20	d58.60 d57.15 5.45		
Mansfield Tire & Rubber Co., "America," "Mans.," "Oh Amer., Mans., O., Rich., United Mansfield, Ohio July 20, 1922		e 9.60 1.85 2.30	c 9.75	c10.65 13.60 2.25 2.80	d15.60 22.95 2.55 2.95	c18.65 26.45 3.10 3.45	d20.85 29.15 3.20 3.65	d21.95 30.05 3.35 3.80	d22.40 30.85 3.50 4.00	37.70 4.05 4.65		39.50			46.95	49.30 5.30 6.00	51.85 5.45		
Marathon Co., Cuyahoga Falls, O., Aug. 15, 1 Aug. 15, 1922	Angle Tread Cord			c16.75 2.80	d22.95	d26.45	d29.15	d30.05 3.85	d30.85	d37.70	d38.85	d39.50		d41.55			*51.85		
Martin Tire Corp., 137 W. 51st St., N. Y. City Nov. 15, 1921 "Mar	Cord N.S.	•••••	2.40 c11.15	c18.00 2.55 c13.30 c16.20	d25.50 2.70 d22.95 2.90	d29.40 3.30	d32.40 3.45 d29.20 3.70	d26.80 d33.40 3.60 d30.10 3.85	d34.25 3.75 d30.85 4.00	d41.90 4.75 d37.75	d38.60	d39.55	340 70		d46.95	d49.30			
	"Maxi-Mile" N.S. leavy Duty" Tubes "Maxi-Mile" T.		2.00	c13.95 c10.60 2.70 2.25	d19.35 2.85	3.25	3.50		3.70	4.15	4.25	*32.40	d33.20 4.45	*33.95	d38.95 4.90	*3°.36 5.10	*42.10 5.25		
Master Tire & Rubber Co., Dayton, O., Sept. 1, 1922	Cord	'		c14.95 d15.95			d29.15	d30.05		d37.70	d38.55				d46.95				

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Name Tra	ade Name and Tread	28x3	30 <b>x3</b>	30x3½	\$2 <b>x</b> 3½	31x4	32x4	33x4	34x4	32 <b>x</b> 4½	33x4½	34x4½	35x4½	36x4½	33x5	35x5	37x5	36x6	38x7
Mercer Rubber Co., Hamilton Square, N. J. Nov	7 22, 1921 G.T. R.T.		1.90 2.40		2.55 2.95	3.10 3.45	3.20 3.65	3.35 3.80	3.50 4.00			4.25 4.90	4.30	4.55 5.30	5.00 5.70	5.20 6.00			
Meyer Rubber Co., Columbiana, O. June 1, 192	N.3	•••••	c12.35	c14.75	d19.15	c22.00	d25.45	d26.80	d27.35	d34.05	d35.25	d36.25				d40.65			
Michelin Tire Co., Milltown, N. J. August 1, 1922	Fabrics Reg. Cords Oversize Cords Tubes			c15.50	d18.90 d23.35 2.90	d26.45	d29.15	d23.35 d30 05 3.85	d30.85	d37.70	d38.55 4.90	d39.50 5.10	d40.70 5.25	d41.55 5.40	d46.95 5.70	d49.30 6.00	d51.85 6.30		
Mid-Continent Tire Mfg. Co., Wichita, Kan. Dec. 1, 1921	"Mideo" Rbd. N.S. Cord		c12.65 c13.35	c16.00	d20.00 d20.00 d31.00	c23.50	d27.50 d27.50 d38.75	d28.90 d28.90	d29 0	136 80	d38.30 d38.30 d46.50	d39 15	d40 90	d41 50	d45 40	d4 : 00	d50 00		
W. T. C.	G.T. R.T. Cord T.		2.00	2.40	2.80 3.20 4.00	3.30	3.40 3.85 4.40	4.00	4.20	4.30	4.45	4.60 5.10	4.75 5.25	4.90 5.45	5.40	5.65 6.20	5.80 6.40	:::::	
Midland Tire & Rubber, Coshocton, O. Dec. 15, 1921	"Peerless" N.S. "McClurg" P. (N.S. "Eternal" G.T. (R.T.	11.20  1.90 2.40	10.95 13.60 15.35 1.90 2.40	14.15 16.80 2.25	19.15 18.90 21.60 2.25 2.95	21.35 24.50 24.05 3.10 3.45	3.20	29.30 3.35	30.40	4.05	34.50  4.20 4.75	32.80 35.35 4.25 4.90	37.60 4.30	41.30 4.55	5.00 5.70	42.90 45.30 5.20 6.00	48.15 5.45		
Mid-West Tire Mfg. Co., Arvada, Colo. July 10, 1922	Cora N.S. N.S. R.T. G.T.		c 8.25  2.15 1.75		d15.60 2.80 2.30	d26.45 c16.75 3.15 2.80	d18.35 3.30	3.45	d19.70 3.60	4.25	d28.75 4.40	d39.50 d29.75 4.60 3.85	4.75 3.90	4.90 4.10	d46.95 5.10 4.50	d36.50 5.40	5.70		
Miller, Chas E., Anderson, Ind. "Miller-Anderson" Aug- 16, 1922	Rbd. & N.S. Oversize N.S. Cord N.S. R.T.		12.15	14.45	20.25	14.95 17.10 23.05 2.90	18.55 19.95 25.55 3.10	19.25 21.05 26.35 3.20	21.50 27.10	26.75 33.55	27.60 34.35	35.20	27.65 29.85 36.25 4.25	28.10 36.75 4.50	34.45 41.80 4.75	32.40 34.95 43.90 5.00	46.15		
Miller Rubber Co., Akron, O. Aug. 1, 1922	Wedge Tr. Cord Rbd.	9.75	9.80	c10.90	d19.25 d16.30	d26.45 d22.20 d19.55	d24.50	d30.05 d25.25 d22.35	d25.90	d31.45 d28.95	d32.15	d32.95		d41.55	d46.95 d39.10				
	Cord R.T. G.T. R.T.	1.85	1.90	3.85 2.25 2.80	3.95 2.55 2.95	4.50 3.10 3.45	4.75 3.20	4.95	5.10 3.50	5.80 4.05	5.95 4 20	6.10 4.25	6.30 4.30	6.50 4.55 5.30	6.95 5.00 5.70	7.45 5.20 6.00	5.45		
Mississippi Valley Rubber Co., Iowa City, Iowa. Dec. 1,	G.T. R.T. B.T.	1.95 2.45 2.70	2.00 2.50 2.75	2.35 2.95 3.25	2.70 3.15 3.45	3.25 3.55 3.90	3.35 3.75 4.15	3.55 3.90 4.30	4.10	4.25 4.75 5.25	4.40 4.90 5.40	4.45 5.15 5.55		4.80 5.45 6.00	5.25 5.85 6.45		6.50		
Mohawk Rubber Co., Akron, O. Aug. 3, 1922	N.S. Ribbed "Little Chief" N.S. G. & R.T.	c14.50	c14.25 c12.35	1 14.75	d20.45 §19.15	c22.00	25 45	26 80	d29.00	d35.95			42.00 d39.90			*48.00 *45.60	*49.40		
	Cord N.S. Cord Ribbed			§17.95	d25.20 d24.55	d27.90	d30.70 d29.95	d31.65 d30.85	d32.50 d31.70	d39.70 d38.70	4.90 d40.70 d39.65	d41.60 d40.55	d42.85 d41.75	d43.85 d42.75	d49.00 d47.80	d51.00 d49.75	6.30 d54.65 d53.30		
Monarch Rubber Co., 30x3, 30x Hartville, O. 31x4 Clincher Aug. 25, 1922 All others S.S	N.S.		9.20 10.30 2.00 2.40	13.00 c15.00 2.25	16.35 d22.95 2.55 2.95	20.80 20.80 d28.00 3.10 3.45	d29.15 3.20	d30.05 3.35	d30.90 3.50	d37.75 4.05	d38.50 4.20	d39.50 4.25	d40.75 4.30	4.55	d46.90	d49.30 5.20	d51.80 5.45		
Montford Rubber Co., Buffalo, N. Y. May 2, 1922	ord N.S. G.T. R.T.		c12.30 1.90 2.40		d19.20 d25.80 2.55 2.95	e21.80 e29.50 3.10 3.45	d32.45 3.20	d33.55	3.50	4.05	d35.20 d43.80 4.20 4.75	d44.80 4.30	4.35	d47.05	d53.25 5.00 5.70	5.25	d58.80 5.45		
Murray Rubber Co., Trenton, N. J. Aug. 1, 1922	Cord N.S. G.T. R.T.		9.65 1.60 1.75		2.20	2.25	2.35	2.45		2.95	3.05		3.20 5.05	3.30 5.20	46.95 3.65 5.60	3.85	4.00		
Na Peer Tire Co., Nov. 1921 Akron, O.	N.S.			c10,50															
National Auto Supply Co., Allentown, Pa. Aug. 21, 1922	"Nasco" H-Tread Ey. Ply Cord N.S G.T R.T		6.85 10.20 1.90 2.45	12.70 15.80 2.00	17.45 $21.20$ $2.30$	13.35 20.20  2.65 3.15	27.05	24.10 $27.80$ $2.95$	24.70 28.65 3.10	30.60 34.30 3.75	31.55 35.05 3.95	22.30 32.80 36.05 4.10 4.65	23.30 34.20 37.10 4.20 4.80	23.60 34.65 37.35 4.40 5.10	42.20 4.85 5.65	44.45 5.05 5.95	5.25		
National Tire & Rubber Co., East Palestine,O. Aug. 15, 1922 Reming	"Remington" N.S. "Roamer" G.T. ton Ex. Heavy G.T.	2.00 2.25	10.25 1.90 2.15	2.25	16.30 2.55 2.90	20.65 3.10 3.45	21.20 3.20 3.55	3.35	22.85 3.50 3.90	4.05 4.50	4.20 4.65	4.25 4.75	4.30 4.80	4.40	5.00 5.55	5.20 5.80	5.40		
National Tire Co., Trenton, N. J. "Black I Nov. 15, 1921	lack Diamond" N.S. Diamond" Cord N.S. R.T. G.T.		c12.50	§14.45 c19.90 2.80	d20.10 d26.70 2.95	§22.50	d26.40 d34.00 3.70	d27.80 d35.00 3.80	d28.50 d35.95 4.00	d35.50 d43.90 4.60	d36.70 d44.80 4.75	d37.90	d39.60	d40.30		d46.20	d48.90 *60.20 6.35		
New England Tire & Rubber Co Holyoke, Mass., Aug. 1, 192	o., Cord N.S. 2 "Holyoke" G.T.			c16.00 2.30	d22.95 2.60	§26.50 3.20	d29.20 3.30	d30.00 3.45	d30.85 3.60	d37.75 4.20	d38.60 4.35	CONTRACTOR OF	d40.70 4.50		26.8.8.3	d49.30 5.40	d51.90 5.60	d73.75 8.40	
New Tread Tire Co., East Palestine, Ohio Mar. 1, 1922 (6	000 ''Marvel'' N.S. (8,000) ''Eric'' N.S. ,000) ''Service'' N.S. Tubes		e13.75 e10.85 2.10	010.00	u15.00	\$29.25 \$24.20 c21.25 3.30	d33.70 d26.95 d24.75 3.40	020.20	020.70		d41.65 d35.50 4.45	d42.85 d36.65	d44.90 d38.60 4.65	d45.75 d39.20	d51.30 d42.00	d54.65 d44.20 5.60			
Norwalk Tire & Rubber Co., Norwalk, Conn. Nov. 2, 1921	P. N.S. Cord N.S. G.T. R.T.	1.85 2.35		2.25	d19.15 d26.00 2.55 2.95	e21.20 d30.00 3.10 3.45	d25.50 d33.00 3.20 3.65	d26. 80	d27.40 d36.20 3.50	d42.70 4.05	d43.70 4.20	d44.75 4.25	d46.15 4.30	d47.10 4.55	d53.20 5.00	d57.20 5.20	d58.75 5.45	9.70	
Nu-Cord Rubber Co., Greensburg, Pa. May 15, 1922	Cord G.T. R.T.			d20.00 2.35			d32.00 3.35	Catterior,	d34.00 3.55	d42.00 4.25	d43.00 4.35	4.45	4.55	4.65	5.70 d53.00 5.00	5.10	5.20	10.70	
Odell Rubber Rubber Co., South Bend, Ind. Nov. 15, 1921	Cord N.S. "South Rbd Bend" N.S. R.T.	c9.75		c12.50		d29.00	d32.40	d33.40	d34.40 *26.95	4.50 d41.90  4.50	4.60 d42.85 *34.00 4.65	4.70 d43.90 *34.50 4.85	4.80 d45.20 *36.75 5.00	4.90 *37.90 5.15	5.25 d52.15  5.65		*42.75		
Oldfield Tire Co., Cleveland, O. Aug. 1, 1922	Cord N.S. N.S. G.T. R.T.			e14.65 e12.10 2.25			d29.15	d30.05	d30.85	d37,70 4.10	d38.55 4.20	1537-1637	200000000000000000000000000000000000000		200000000000000000000000000000000000000	2000VXU	d51.85		
Para-Belle Rubber Co., Columbiana, O. June 1, 1922	Cord N.S. G.T R.T.		c9.95	c10.40	d16.25 d23.40	e17 75	d21.55 d28.35 3.20	d22.65 d29.50	d24.35 d30.00	d34 75	d35.30 4.20 4.65	136 30	d37.50				d48.45 5.45		

Jame Trad	le Name and Tread	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	35x4½	36x4½	33x5	35x5	37x5	36x6	38x7
arker Tire & Rubber Co., Indianapolis, Ind., April 10, 19:	"Parker" Cord			c18.00	d25,50		d32.40	d33.40	d34.25		<b>.</b>			• • • • • • •		*62.75			
Pennsylvania Rubber Co.,	Vacuum Cup Cord acuum Cup Fabric Ton-Tested G.T. ded Ex. Heavy G.T. 'Red Square' Cord		c10.15 1.85	§11.95	d15.00		d19.40	d20.30	d31.05 d21.25 3.30 3.60	d37.70 d26.55 3.85 4.10	d38.55 4.30	d39.55  4.40	d40.70 4.60	*41.60 4.75	d47.00  5.20	202020202020		176.45 8.35	
Perfection Tire & Rubber Co., Fort Madison, Ia. June 1, 1922	N.S. Cord N.S. "Thrift" Cord N.S. G.T. R.T.		10.95  2.00 2.40	13.75 d19.50 16.00 2.25 2.80	d25.50	d29.40 3.10	32.40 28.00 3.25	29.50 3.35	34.25 30.10 3.50	41.90 37.45 4.10	42.85 38.70 4.20	36.25 43.90 39.85 4.35 5.10	37.95 45.20 4.50 5.25	38.50 46.15 4.65 5.40	52.15	44.75 54.75 5.25 6.00	5.50	90.90 10.65	
Pharis Tire & Rubber Co., Newark, O Nov. 15, 1921	Cord N.S. R. & G.T.		c10.95 2.40	c13.75 c18.00 2.80	d25.00	d29.40	d32.40	d26.30 d33.40 3.85	d26.85 d34.25 4.00	d41.90	d34.50 d42.85 4.90	d43.90	d45.20		d52.15 5.70		d57.60 6.30		
Powertown Tire Corp., Rochester, N. Y., Nov. 28, 19	Rbd. & N.S. 21 Tubes			23.30 3.55		38.40 4.50	39.10 4.65					53.10 6.20	54.70 6.40	56.80 6.60	61.00 7.15	63.20 7.45	66.10 7.65	95.00 15.40	
Prospect Tire & Rubber Co., Inc. Buffalo, N. Y., July 29, 1922	,(12,000) Cord, N.S Cord Tubes			e15.95 2.80	d22.95 2.95	d26.45 3.45	d29.15 3.65	d30.05 3.80	d30.85 4.00	d37.70 4.65	d38.55 4.75	d39.50 4.90	d40.70 5.10	d41.55 5.30	d46.95 5.70	d49.30 6.00	d51.85 6.35		
Quaker City Rubber Co., Philadelphia, Pa. Aug. 1, 1922	N.S. G.T. Cord N.S. Cord G.T.		c10.95 2.00	d15.75 2.25 c17.50 3.50	2.55 d22.95	3.10 d26.95	d29.15	d30.05	d22.85 3.50 d30.85 5.10	d28.00 4.05 d37.70 5.80	d38.55	4.25 d39.50 6.10	4.30 d40.70 6.30	4.55 d41.55 6.50	5.00 d46.95 6.90	5.20 *49.30 7.20	5.45 *51.85 7.50	d85.00 12.00	d115
Racine Auto Tire Co., Racine, Wis. July 24, 1922	P. A.S. Cord Rbd. & H.S. G.T. Re-Cord T. "Commercial" Cord		10.35 10.80 2.00 2.60	18.00 2.20	27.50 2.55 3.00	3.10	33.00	34.00	5.50	42.35	4.20	4.25	4.30	4.55	5.00	5.25	58.75 5.55 6.40		
Racine Rubber Co., Racine, Wis. Aug. 4, 1922 "Rs	Country Road N.S. Cord N.S. acine Trusty Tread'' G.T. R.T.		9.75 1.95 2.45	2.30	22.95	3.20	3.30	30.0	3.60	37.70	38.60	39.55	40.65	41.55	46.95 5.15	5.40	51.85	78.55 8.75 11.25	ii
Republic Rubber Co. Youngstown, O. Gran May 22, 1922	Fabric "Staggard" de Cord "Staggard" Blackline Red T. Grande Cord T.		2.45 2.10	2.90	d26.75	d31.85	d33.78	3.90		d44.35	4.90	5.05		5.45	5.85	6.20	6.55		
Reynolds, W. C., 151 W. 38th St. N. Y. C., Nov. 20, 1921	Cord Tubes "Para" Cord			4.30 19.00		4.90 30.60	33.78	34.8	35.8	44.3									
Rubber Products Co. Barberton, O. June 15, 1922	Cord N.S. G.T. R.T.		2.00 2.80	2.30	d18.25 d27.95 2.70 3.50	3.10	d33.50	0 d34.50 5 3.40	d26.00 d35.40 3.50 5.20	0 d40.20	4.00	4.25	d43.60 4.40 7.10	4.65 7.50		d54.75 4.95 7.75	d57.60 5.30 8.15		
Rubber Products Corp., "Blac Shelton, Conn. Oct. 1, 1921	k Stripe" T. "Arpeco" T.	3.35 1.35	3.50 1.50		4.40 2.05	4.90 2.58	5.20		5.68			7.00 4.20			8.15				
Rufenacht Rubber Co., Bucyrus, Ohio		•••••		9.00					:										: :::
Salem Rubber Co., Salem, Ohio July 20, 1922	Regular Cord Super Size Cord G.T.		\$10.28 \$12.75	\$13.00 \$13.50 \$15.95 2.25	\$18.75 \$18.75 \$22.95 2.55	\$20.66 \$22.36 \$26.46 3.10	5 §24.2 5 §24.2 5 §29.1 0 3.2	\$25.4 5 \$30.0 0 3.3	5 §22.86 §25.96 §30.86 5 §30.86	\$28.40 5 \$37.70 4.0	§38.55 4.20	§30.30 §39.50 4.28	\$40.70 4.30	§41.5 4.5	5 §46.9 5 5.00	\$49.30 5.20	§51.85 5.45		
Samson Tire & Rubber Corp., Los Angeles, Calif. Aug. 10, 1922 Hea	S. O. S. N.S. R.T. vy Duty Cords N.S. Heavy Duty Tubes		c 9.65 2.40	c10.65 2.85 c18.90 3.25	3.00 d26.50 3.80	3.40 d30.83 4.50	3.70 d33.90 4.6	3.8 0 d34.7 5 4.7	3.96 5 d35.8 4.9	4.6 5 d43.9 5 5.7	4.78 0 d45.38 5 5.88	4.86 d46.46 5.98	4.95		. d54.80	5.90 d56.98 7.50	5	10.40	o :
Seiberling Rubber Co. Akron, Ohio June 1, 1922	"Portage" N.S. Portage" Cord N.S. "Seiberling" Cord Tubes			c12.50	0	d25.8	0 d28.4	0 d29 .4	0	d34.9	0 d3 , .80 0 d35 .60 5 4 .90	d36.50	0		. d45.60	d46.90		82.6	
S. H. Rubber Mfg. Co., "Winne 1834 Broadway, N. Y. C., No	er'' R.T. ov. 5, 1921 G.T.	2.58			2.78	3.4	5 0 3.2				5 4.75 4.20							10.4	
Sioux City Tire & Mfg Co. Sioux City, Iowa Aug. 1, 1922	Sioux (Rbd (N.S. Sioux City (Rbd (N.S. Cord N.S. G.T R.T.	c 6.50 c 7.50	c 9.00 c 9.50 c 7.00 c 8.00 1.90 5 2.40	c10.00 c10.50 c 9.00 c 9.50 c14.00 2.20 2.80	d15.00 d16.00 d13.00 d14.00 d21.50 2.50	0 c18.0 0 c19.0 0 c15.0 0 c16.0 0 d25.0 0 3.1 5 3.4	0 d20.0 0 d21.0 0 *17.0 0 *18.0 0 d27.5 0 3.2 5 3.6	0 d21.0 0 d22.0 0 *18.0 0 *19.0 0 d28.5 0 3.3 5 3.8	0 d22.0 0 d22.7 0 *19.0 0 *20.0 0 d29.5 5 3.5 0 4.0	0 d27.0 5 d28.0 0 0 d36.5 0 4.0 0 4.6	d28.00 d29.00 d25.00 d26.00 d37.5. d 4.2. d 4.7.	d29.0 d30.0 d26.0 d27.0 d38.5 d.2	d30.50 d31.50 0 *27.00 0 *28.00 d39.50 4.30 5.10	d32.50 *28.00 *29.00  4.4 5.3	d36.00 0 d36.50 0 d45.50 0 5.70	d37.00 d38.00 d32.00 d33.00 d48.00 5.20 6.00	d38.50 d39.50 d33.00 d34.00 5 5.50 6.35	d81.50	0
Smith Rubber & Tire Co., Garfield, N. J., May 1, 1922	Cord N.S	-	. 16.7	18.00	25.50	29.4	0 32.4	0 33.4	0 34.3	5 41.9	0 42.8	43.9	0 45.20	46.1	5 52.1	5 54.7	57.60		0 11
Spreckles "Savage" Tire Co. San Diego, Cal. Aug. 10, 1922	Cord Rbd. & N.S. "Standard" P "Standard" Grir "D-22" N.S. G.T. Grafinite Tube	1.80	o 1.9	0 10.60 12.80 2.30	0 16.30 0 2.70 0 3.10	0 3.6	0 21.7 0 3.2 0 3.7	0 22.8 0 3.3 0 3.9	0 23.3 0 3.5 0 4.1	0 0 4.1 0 4.7	0 4.20 0 4.80	0 4.9			0 5.2	5.60 6.20	5.90	9.5	
Standard Four Tire Co., Keokuk, Iowa Nov. 25, 1921	Rbd. & N.S Cord Rbd. & N.S G.& R.T Dandy Line" T	c12.0	o 1.9	5 c14.90 c18.90 2.2	0 d19.1 0 d25.7 5 2.5	5 c21.7 55	5 d25.4	0 d26.7 0 d33.5 0 3.3	5 d27.3 60 d34.5 5 3.5	5 d34.0 0 d42.7	5 d35.1 0 d43.7 5 4.2	5 d36.3	0 d38.00 5 d46.10 5 4.30	d38.5 d47.1 d47.1	0 0 d53.2 5	d44.50 d55.8	d47.20		

Name	Trade Name and Treas	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	≨ 35x4⅓	2 36x4½	33x5	35x5	37x5	36x6	38x7
Standard Tire Co., Willoughby, Ohio Aug. 10, 1922	"Standard" Fabric "Tiger Foot" Core G.T R.T		9.68 1.90 2.40	13.50	22.95	26.4	5 29.13 0 3.20	30.03	5 30.8	37.50	4.20	4.25	4.30	4.55	5.00	5.20	5.45		
Star Rubber Co. Akron, O Aug. 5, 1922	Comet Fbr Star Fbr Meteor Cord G.T R.T.	:::::		c16.60 2.25	d19.85	d29.5	5 d31.98	d32 90	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4.00	d41.45 4.20	d42.40 4.25	d43.35 4.30	d44.45 4.55	d50.20 5.00	d52.50 5.20	d54.00	d81.00	
Rutherford N. J. Aug. 15, 1922	Vacuum Tread''   Fabric   Cord "Sovereign" Cord   Tubes		c13.40 c14.00 2.40	c15.60 c17.80 c16.50 2.80	d22.95 d22.95	d26.48	d29.15	d30.05	30.85d 30.85d	d37.70 d37.70	d38.55 d38.55	d39.50 d39.50	d40.70 d40.70	d41.55	d46.95 d46.95	d49.30 d49.30	d51.85	d86.80	
Studebaker-Wulff Rubber Co Marion, Ohio June 24, 1922	"S. W." Cord & N.S. G.T. R.T.		. c10.95 1.90 2.40	c18.00 2.25	d25.50	d29.40 3.10	d23.00 d32.40 3.20 3.65	d33.40 3.35	d34.25 3.50	d41.90 4.05	d42.85 4.20 4.75	d43.90 4.25 4.90			d52.15 5.00 5.70	d54.75 5.20 6.00			
Sturges Tire & Rubber Co., Oakland, Calif. Sept. 1, 1922	N.S. Cord N.S. Tubes		2.16	2.68	22.95 2.88		29.20 3.44	30.15 3.60	30.85 3.72	37.75	33.75 38.75 4.76	34.79 39.60 4.93	40.75		43.74 47.05 5.99	45.76 49.50 6.25	48.76 51.95 6.66		
Swinehart Tire & Rubber Co Akron, Ohio Aug. 15, 1922	Hexagon Fbr. G.T. TNT Cord Cord G.T.	1.90	c12.35 2.00	2 25	2 551	3.10 d29.40	d32.40	3.35 d33.40	3.50 d34.25	d41.90	4.10 d42.85 4.90	4.20 d43.90 5.10	d45.20	4.40 d46.15 5.40	d52.15 5.70	5.10 d54.75 6.00	5.25 d57.60 6.30	d82.60 11.50	
Syracuse Rubber Co. Syracuse, N. Y. Aug. 1, 1922	"Syra"-Fabric "Syra"-Cord G.T. Red Antimony T.		1.90 2.30	c12.60 c16.75 2.25 2.70	d22.95 2.55 3.05	d26.45 3.10 3.70	d29.15 3.20 3.85	3.35	d30.85 3.50 4.20	d37.70 4.05 4.85	d38.55 4.20 5.05	d39.50 4.30 5.15	d40.70 4.35 5.20	d41.55 4.55 5.45	d46.95 5.00 6.00	d49.30 5.25 6.30	d51.85 5.45 6.55	d78.55 11.20	15.20
Thermoid Rubber Co., Trenton, N. J. Jan. 20, 1942	Ribbed N.S. Cord Ribbed & N. S. De Luxe R.T. G.T.		c13.10 c13.60  2.20 2.00	c15.00 c15.35  2.50 2.35	19.60 20.60 26.00 2.80 2.65	c21.80 c22.80 3.25 3.15	29.10	29.00 30.40 34.10 3.50 3.40	30.00 31.60 34.95 3.60 3.50	35.00 36.70 42.75 4.40 4.25	d36.25 37.90 d43.70 4.60 4.40	37.20 39.10 44.80 4.70 4.50	46.10		41.00 43.00 53.20 5.50 5.25	42.50 44.65 55.80 5.60 5.50	48.50 50.85 58.75 5.80 5.60	84.30 10.15	117.70
Trautwein Corp., Brooklyn, N. Y., Aug. 26, 1922	Cord R.T. Extra Heavy Cord T	· · · · · · · · · · · · · · · · · · ·	2.45	2.90 3.80	3.05 4.15	3.55 4.75	3.80 4.95	d30.05 3.90 5.25	4.10 5.55	d37.70 4.75 6.00	4.90 6.20	39.50 5.05 6.40	5.25 6.65	5.45 6.90	146.95 5.85 7.95	6.20 8.30	6.55 8.70		
Trent Rubber Co., Trenton, N. J. Nov. 15, 1921	Cord N.S. R.T. G.T.		2.40 2.15	13.75 18.00 2.80 2.50	19.15 25.50 2.95 2.65	21.35 3.45 3.10	24.95 32.40 3.65 3.30	26.30 33.40 3.80 3.40	26.85 34.25 4.00 3.60	33.40 41.90 4.65 4.20	34.50 42.85 4.75 4.25	35.65 43.90 4.90 4.40	37.30 45.20 5.10 4.60	37.80 46.15 5.30 4.75	41.20 52.15 5.70 5.15	43.50 54.75 6.00 5.40	45.75 57.60 6.35 5.75		
Triumph Tires 226 W. 56th St., New York City June 15, 1922	"Triumph" N.S. "Triumph" Cord N.S. "Timesco" N.S. "Timesco" Cord N.S. Tubes Cord Tubes		7.75 6.85 1.55 1.95	8.65 11.95 8.25 12.95 1.65 2.10	$15.25 \\ 10.80$	12.95 19.45 11.45 18.45 2.20 2.80	13.20	14.25 20.95 13.85 19.95 2.45 2.95	14.85 21.65 14.20 20.65 2.55 3.15	15.00 26.95 15.00 25.95 2.95 3.55	15.00 27.45 15.00 26.45 3.10 3.75	15.00 27.95 15.00 26.95 3.20 3.95	15.00 28.45 15.00 27.45 3.25 4.10	15.00 28.95 15.00 27.95 3.45 4.55	15.00 33.00 15.00 32.00 3.85 4.70	15.00 33.95 15.00 32.95 3.95 4.80	15.00 34.95 15.00 33.95 4.30 4.90		
Tropical Tire & Rubber Co., 365 Broadway, N. Y. City Aug. 15, 1922	Cord N.S. R.T.		11.40	10.50 12.45 2.05	22.95 2.25	21.35 26.45 2.95	22.45 29.15 3.05	23.65 30.05 3.20	24.15 30.85 3.35	30.05 37.70 3.95	31.05 38.55 4.10	32.05 39.50 4.20	33.55 40.70 4.25	34.00 41.55 4.35		39.30 49.30 5.15	41.70 51.85 5.35		
Fuscan Tire & Rubber Co., Carrollton, O. Dec. 1, 1921 Fyer Rubber Co.,	6,000 N.S. 8,000 Cord N.S. Tubes Cord N.S.		2.40	c14.75 c20.75 2.80 c18.50	$\begin{array}{c} 119.15 \\ 125.50 \\ 3.10 \\ \hline \end{array}$	3.50		13.85	4.00				145.20	d46.15 d 5.40		-	157.60 6.30		
Andover, "Tyrian" Nov. 15, 1921	N.S. G.T. R.T.		1.90 2.40	2.25 2.80	17.75 c 2.55 2.95	3.10 3.45	3.20 3.70	3.35 3.80	3.50 4.00	4.05 4.60	31.85 * 4.20 4.75	33.65 4.30 4.90	4.35 5.10	35.75		41.30	43.80 5.45 6.35	9.00	
	3,000 miles) Cord N.S. "Safety" G.T. R.T.		2.70 3.30	20.00 d 31.15 3.20 3.85		40.001	002.501C	100.0010	130 1010	145 000	$60.50 \ $ §	47 0516	50 1016	150.85 165.20 6.30 7.20	d	52.90 d 58.80 d 77.35 d 7.25 8.15	60 95		
J. S. Compression Inner Tuber Co. Tulsa, Okla. Nov. 22, 1921	"Tulsa" (Cord N.S. N.S. Cord T. T.	13.05 9.60		17.10 12.00	13.20	22.30 13.80 12.60	26.25 14.40	27.55 15.20	28.05 16.00	16.60	17.20	i7.80	18.40	i8.80	19.20	19.60			45.00
Jnited States Tire Co., 1790 Broadway, N. Y. C. July 29, 1922 "Stalwart" "Granite," "G. & J." "Revere," "Nobby Tread," "Hartford," "Royal"	Usco Tread Chain Trea Nobby Tread Royal Cord Royal Tube G.T.		c 9.25 . c 9.75 c c11.40 c c12.55 c 2.45 1.95	10.65 d 13.00 d 15.60 d 14.65 d 2.90 2.30	15.70 c 16.90 c 20.45 c 22.95 d 3.05 2.60	18.65 21.35 23.00 26.45 3.55 3.20	d20.85 d d22.45 d d24.35 d d29.15 d 3.80 3.30	21.95 d 23.65 d 25.55 d 30.05 d 3.90 3.45	22.40 24.15 26.05 30.85 4.10 3.60		4.00	32.05 d 34.00 d 39.50 d 5.05 4.45	33.55 d 35.65 d 40.70 d 5.25 4.50	34.00 36.15 41.55 5.45 4.70	6.95 de 5.85	39.30 d 43.20 d 49.30 d 6.20 5.40	41.70 45.75 51.85 6.55 5.60		
Victor Rubber Co. Springfield, O. Nov. 15, 1921	Rbd. & N.S Cord Rbd Cord N.S G.T . Spec. R.T			19.00	26.35 26.85 2.90		33.60	34.65	35.55	41.90	4.65	12.90 13.90 4.75 5.85	44.10 45.20 4.80 6.10	5.05	5.55	54.75		82.65 13.50	
Virginian Rubber Co., Charleston, W. Va. Jan. 1 Voorhees Rubber Mfg. Co.,	N.S., 1922 Cord N.S.	2 80		18.30	25.75	• • • • •	32.50	33.50	34.50	42.70	34.10 3.75	35.20 14.85	36.10	5	3.20	11.85	15.75		
Jersey City, N. J., May 15, 'ulcan Rubber Co., Erie, Pa.	Rbd. & N.S. c Cord Rbd. & N.S.	2.80 2.35 8.40	2.55 9.25 c	3.50 2.95 9.50 di	3.15 15.30 cl	4.50 4.00 17.60 d	4.60 4.10 121.20 d	4.70 4.20 22.35 d	4.80 4.30 22.85 d	5.75 5.20 26.70 d2	27 60 45	5.95 5.40 28.50 ds	6.05 5.50 29.85 da	6.00	6.30	7.10 6.40 34.90 d4	7.20 6.50 46.10		
Aug. 7, 1922	Vulcan (G.T. R.T. Latex (G.T. R.T.	1.80 2.20 1.65 2.05	1.90 2.35 1.75 2.15	2.15 2.55 1.95 2.30	2.90 2.10	3.10 3.40 2.80 3.20	3.20 3.50 2.90 3.30	3.30 3.60 3.00 3.40	30.85 di 3.40 3.70 3.10 3.50	4.60 3.65	4.10 4.70 3.75	4.20 4.80 3.85	4.30 4.30 4.90 3.95 4.50	5.15	4.95 5.60 4.50	5.15 5.80	5.40 6.10 4.85	75.00 8.50	
Vayne Tire & Rubber Co., Buffalo, N. Y. Jan. 2, 1922.	N.S G.T R.T		212.30 c 1.90 2.40	14.95 2.25 2.80	2.00	21.80 d 3.10 3.45	125.45 3.20 3.70	26.80 d: 3.35 3.80	27.45 da 3.50 4.00	4.05	4.20	6.35 da	38.05 da 4.35		d4	4.55 *4 5.25			
Vorld Tire Corp., 1508 Michigan Ave., Chicage Tale Tire & Rubber Co., New Haven, Conn.	o. "Hall" Cord . Tubes .  N.S Cord N.S		10.25 c	2.80 11.15 di	3.10 17.75 c2	3.50 22.40 d	3.70	3.85	4.00	4.75	4.90	5.10	5.25		5.70	6.00	57.60 6.30		
Aug. 8, 1922	G. & R.T.		C	15.40 C	24 10 02	75 d	$130^{\circ} 60^{\circ} d$	31 55 4	22 40 45	20 10 34	0.45 d4 4.50	1.50 d4 4.65	12.70 d4 4.75	13.60 d4 4.95	9.30 d5 5.35	1.75 d5 5.60	54.45 d8 5.95	9.50	

Tire and Rim Assn. of America to Continue Activities of Tire and Rim Assn.

An event of interest to the Automobile Industry occurred recently, when the meeting of the incorporators of the Tire and Rim Association of America, Inc., was held. This new body takes over and continues the activities of the Tire and Rim Association, and provides for complete representation of the tire, rim, wheel and related parts industries.

In the early days of the automobile, many tire manufacturers produced their own rims, and in several instances tires of other makes would not fit these As the industry grew, the manufacture of rims was taken up as a separate enterprise, and it soon became evident that standardization was imperative in order to provide complete interchangeabil-

ity of all makes of tires on all makes of rims.

To accomplish this the Clincher Automobile Tire Manufacturers' Association was formed and a line of standard rims worked out. Inspectors were placed in every rim plant and the official stamp of the association on rims became a guarantee that all makes of tires would fit them. The association was managed by the executive heads of the member companies and minutes of meetings carried the names of such well known figures as F. A. Seiberling, then president of the Goodyear Tire & Rubber Company, and now president of the Seiberling Rubber Company; C. J. Butler, president of Morgan & Wright, and now also vice president of the United States Rubber Company; H. S. Firestone, president of the Firestone Tire & Rubber Company; John Kelsey, president of the Kelsey Wheel Company, and others.

In 1917 the name was changed to the Tire and Rim Association, and its management devolved upon the technical executives of the member companies. During the war the association rendered valuable assistance to the government in working out a standardization program to reduce the number of tire sizes and The economies resulting from this work were enjoyed by all branches of the related industries and gave a great impetus to the tire standardization move-

ment of today.

The Tire and Rim Association of America, Inc., provides for membership from the tire, rim, wheel and related parts industries, and is governed by a Board of Directors composed of fifteen members. Seven of these represent tire manufacturers, four rim, three wheel and one the related parts manufacturers. Election of directors resulted as follows

Tires.—Firestone Tire & Rubber Co., J. E. Hale; Fisk Rubber Co., J. D. Anderson; B. F. Goodrich Co., W. H. Allen; Goodyear Tire & Rubber Co., B. Darrow; Hood Rubber Co., E. O. Fritch; Miller Rubber Co., C. F. Offensend; United States Rubber Co., S. P. Thacher.

Rims.—Hayes Wheel Co., J. H. Wagonhorst; Jaxon Steel Products Co., W. B. Minch; Kelsey Wheel Co., Ford Lawrence; Standard Parts Co., John

Wheels.—Budd Wheel Co., P. Pleiss; Motor Wheel Corp., C. C. Carlton; Wire Wheel Corp. of America, O. J. Rohde.

Related Parts.—A. Schrader's Son, Inc., W. J.

Kirkpatrick.

The first meeting of the Board of Directors was held immediately after the meeting of the incorporators and the following officers were elected: President, S. P. Thacher; vice president, John Younger; secretary, C. A. Thompson; treasurer, H. W. Kranz.

Mr. Thompson also remains as General Manager

and C. E. Bonnett as Chief Rim Inspector.

The new association covers the entire field of tire and rim standardization, while contining the work of rim inspection and its plans include close co-operation with other bodies engaged in related work. Its immediate goal is the enrolling in its membership of every tire, rim, wheel and related parts manufacturer in the United States and Canada. In addition to the home office of the corporation, in Hartford, the new association will continue to use the offices occupied by the Tire and Rim Association in the Leader-News Building, Cleveland, Ohio.

Paige Brings Out Special Jewett Model

Realizing that paint and trim give a car the individuality that often makes a satisfied customer out of a luke warm prospect, the Paige Motor Car Co. has added to its Jewett line a "special" in the touring

The new job mounted on the standard 50 horsepower Jewett chassis, has the body and hood fin-The color, besides being ished in mole-skin gray. dust proof in character, brings out the straight lines of the body. A nickeled radiator shell and Tuarc disk wheels are fitted, the wheels being finished in the gray of the body with a touch of scarlet at the hubs. and nickeled rims. Outside valve stems furnish wood wheel convenience with disk wheel beauty.

Harmonizing with the gray of the body, the upholstering is a gray green Spanish leather, laid over deep sprung cushions. The upholstering gives the final touch of smartness which marks the car as a special in color and finish. Standard black running

gear and fenders are fitted.

This model, with special finish, wheel equipment, and upholstering, lists at \$1,095, or \$100 more than the standard blue Jewett, with black leather upholstering and wood wheels.

Gernandt Oil Engine Developed by Bendix

Vincent Bendix, president of the Bendix Engineering Works, of Chicago, and also the inventor of the Eclipse-Bendix drive, announces that his company has developed the Gernandt oil engine, designed for use in automobiles, motor boats and locomotives, to the point where it can be offered to the industry. The Bendix company will not manufacture the engine but license its manufacture by others.

Bendix, Waldo G. Gernandt and Charles Bathrick have been working on this engine for the past five years and the design is protected by a series of basic

patents.

George P. Smith Chosen Head of Mercer Motors

At a meeting of the board of directors of the Mercer Motors Co., Trenton, N. J., George P. Smith, of Smith & Gallatin, brokers of New York City, was elected president to fill a vacancy which has existed since the company severed relations with Hares Motors.

R. W. Barnus was chosen vice-president in charge of production and finance to succeed H. E. Barthel, resigned. Barnum was formerly vice-president and general manager of the Barnum-Richardson Co., iron manufacturer of Lime Rock and East Canaan, Conn., and for the last three years has served as general manager of the body department of Mercer Motors in New Haven.

W. A. Smith was elected vice-president in charge of sales and service. He has been connected with the company invarious capacities for the last twelve years, and for the last year and a half has served as general sales manager.

## Dealers in Parts for Orphan Cars

Parts for Orphan Cars are Carried by the Dealers Listed on Opposite Page. The Numbers Immediately Following the Name of the Car Correspond to the Numbers Preceding Name of the Dealer Who Carries Parts for That Particular Car.

A hhott 122-190-144		**		
			Moore123	
Acme123	136-142-143-163	123-144	Mora	
Adams Truck 93	Courier-Clermont 123-	Henry8-9-64-107-123	Moyer8-9-123	Russell
Aerocar1-8-9-123	143	Hersf-Brooks 76		
Alco33-123	Courier-Glide 99	Herreshoff2-64-123		
Alden-Sampson 123-143	Craig-Toledo38-123			Sampson9-123-136-143
Allen 5	Crescent8-9-123		Nance 64	Samson
Allis-Chalmers123	Cricket123		Northern123	Sandusky 46
Alpena	Crow8-9-44-123	Imperial .8-9-108-123-144	Northwestern 123	Savoy22-136
Alter2-123	Croxton9-123	Indiana123	Nyberg9-123	Saybrook22-136
American 2-8-0-03-00-123	Croxton-Keeton8-123	InterstateII4	21,500.2	Schacht 8-0-62-123-137
American Mors135	Cutting8-9-55-62-71-			Scripps-Booth Cycle
Ames8-0	123-162-163			Car
Amplex64-99-123			Ohio8-9-123-163	Selden 8-9-62-64-99-123
Anchor 3		Jeffrey103		S. G. V123
Anhut123	Dart123	Jenkins123	Oliver123	Sheridan109
Argo10-67-00-123	Dayton123	Johnson 78	Omaha9-123 Orient100	Shaw
Atlantic123	Dearborn-Detroit123	137 1137		Silent-Knight162
Atlas8-9-11-64-99-123	Deere-Clarke 90	2 1 18 mm	Oswald12	Southern 123-141
Autocar 7	De Kalb123	Keeton123-144	Otto 79	Spaulding123
Autocrat 90	De Luxe123	Kelsey85	Owen123	Speedwell0-123
Avery 10	De Mot123	Kermath123		Sphinx8-9-167
,	Deschaum123	Knox86		Springfield 73
	De Sota170	Komet84-123		Standard-Six8-9-
	De Tamble2-8-9-48-123		Packers123	123-135
Babcock20-64-123	Detroit-Chatum123	Krall123	Paige (3 cyl.)13-123	Star104-123
Badger8-9-123-138	Detroiter123-136-143	Krit9-123-144	Palmer-Moore106	Staver8-9-10-123-145
Barnes123	Dolson8-9-123	8 11 111 11 1	Palmer-Singer9-64-	Sterling84-123
Benham64-123	Douglas 50	In the same of the same of the	123-139	Stevens-Duryea103-
Bergdoll8-9-10-24-64-	Dragon120-123	Lambert2-10	Panhard 21	116-123-146-147-
90-99	Duer 34	Lane Truck 83	Parry8-9-10-118-	148-182
Berkshire8-0-123	Durocar123	Lenox9-123	123-142	Stoddart-Dayton9-22-
Berliet123	Durocar23	Lewis2-123	Partin-Palmer. 13-41-136	I23-IA3
Bessemer45-123	to the second se	Lincoln Truck 70	Pathfinder2-103-118	Stratford22-136
Bimel2-123		Lion	Paulding 4	Suburban8-9-123
Black-Crow 44	Eclipse123-157	Little-Four9-123	Peabody123	Sultan64-123
Blomstrom123	Economy 12	Little-Six123	Penn8-9-25-123	
Borland123	Edwards123	Logan61-65	Pennsylvania123	Sun 14
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- 1. Akeley-Steele Co., 79 Galena Blvd., Aurora, Ill.
- 2. American Motor Parts Co., Indianapolis, Ind.
- 3. Anchor Buggy Co., Cincinnati, Ohio
- 4. Anchor Motor Car Co., St. Louis, Mo.
- 5. Allen Motor Service Co., 2200 Diamond St., Phila., Pa.
- 6. Atlantic Refining Co., Phila., Pa.
- 7. Autocar Co., Ardmore, Pa.
- 8. Auto Gear Co., 844 Eighth Ave., N. Y. City.
- 9. Auto Gear & Parts Co., Atlanta, Ga.
- 10. Auto Parts Co., St. Louis, Mo.
- 11. Automobile Sales Co., Springfield, Mass.
- 12. Auto Salvage Co., Inc., Kansas City, Mo.
- 13. Auto Tire & Parts Co., Cape Girardeau, Mo.
- 14. Automotive Corp., Toledo, Ohio.
- 15. Avery Co., Peoria, III.
- 20. Babcock Mfrs.' Sup. Co., Watertown, N. Y.
- 21. Babel, L., 371 E. 29th St., Chicago,
- 22. Barney's Auto Parts Co., 236 W. 50th St., N. Y. City.
- Bauer Mach. Wks., Kansas City, Mo.
- 24. Bergdoll Co., Louis J., Phila., Pa.
- 25. Buda Co., Harvey, Ill.
- 26. Burt Motor Car Co., Los Angeles, Calif.
- 30. Cameron Motors Corp., 2 Columbus Circle, N. Y. City.
- 31. Case Threshing Mch. Co., J. I., Racine, Wisc.
- 32. Chadwick Engrg. Works, Pottstown, Pa.
- 33. Chandler, Ralph J., 526 So. Flower St., Los Angeles, Cal.
- 34. Chicago Coach & Carr. Co., Chicago, Ill.
- 35. Clark Motor Car Co., Shelbyville, Ind.
- 36. Coates-Goshen Auto Co., Goshen, N. Y.
- 37. Colburn Automobile Co., Denver, Colo.
- 38. Colter, A. W., Toledo, Ohio.
- Columbia Auto Rep. Co., Hartford, Conn.
- 40. Columbus Buggy Parts Co., Columbus, Ohio.
- 41. Commonwealth Motors Co., 326 W.
- Madison St., Chicago, Ill.

  42. Corbin Motor Vehicle Co., New Britain, Conn.
- 43. Council Bluffs Auto Parts Co., Council Bluffs, Iowa.
- 44. Crow-Elkhart Motor Co., Elkhart, Indiana.
- 45. Cutting Co., Robt. M., Chicago, Ill.
- 46. Dauch Mfg. Co., Sandusky, Ohio.
- 47. DeKalb Wagon Co., DeKalb, Ill. 48. DeTamble Motors Co., Indianapo-
- lis, Ind.
- 49. Driggs Seabury Ordnance Co., Sharon, Pa.
- 50. Douglas Motors Corp., Omaha, Neb. 52. Elkhart Carriage & Motor-Car Co.,
- Elkhart, Ind. 53. Empire Automobile Co., Indianapolis, Ind.
- 54. Enger Motor Car Co., Indianapolis, Ind.

- 55. Erbes, L. C., 2654 W. University Ave., St. Paul, Minn.
- 58. Filer & Stowell, Milwaukee, Wisc. Gaeth Motor Car Co., Cleveland,
- 61. Garford Motor Truck Co., Lima, Ohio.

Ohio.

- 62. Genesee Auto Wrecking Co., 430 Genesee St., Buffalo, N. Y.
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- Gorey & Co., Jos. C., 354 W. 50th St., N. Y. City.
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- 66. Grant Mach. Works, 5401—33rd Ave. So., Seattle, Wash.
- 67. Great Western Auto Co., Kalamazoo, Mich.
- 68. Geneva Wagon Co., Geneva, N. Y.
- 70. Hannon, J. E., 24 Mass. Ave., Detroit, Mich.
- 71. Harris Bros. Co., Chicago, Ill.
- 72. Hartford Motor Car Co., Hartford, Conn.
- 73. Hass Elec. & Mfg. Co., R., Springfield, Ill.
- 74. Hassler Motor Car Co., Indianapolis, Ind.
- 75. Hinsdale Elec'l Sup. Co., Hinsdale, III.
- 76. Holzapfel & Son, Henry, Richmond, Ind.
- 77. Jackson Motors Corp., Jackson, Mich.
- 78. Johnson Service Co., Milwaukee, Wis.
- 79. Jones, Mark W., 53rd & Lansdowne Ave., Phila., Pa.
- 83. Kalamazoo Motors Corp., Kalamazoo, Mich.
- 84. Keith Bros., Elkhart, Ind.
- 85. Kelsey Motor Co., Hartford, Conn.
- 86. Knox Motors Co., Springfield, Mass.
- 90. Levene Motor Co., Phila., Pa.
- 91. Levengood, A. J., 153 N. 4th St., Reading, Pa.
- 92. Lion Motor Parts Co., Phila., Pa.
- Longaker Co., V. A., Indianapolis, Ind.
- 94. Lozier Motor Car Co., Detroit, Mich.
- Mansfield Steel Corp., Detroit, Mich.
- 97. Marathon Service Co., Nashville, Tenn.
- 98. Matheson Co., Frank F., Wilkes-Barre, Pa.
- Maxwell Bros. Auto Salvage Co., St. Louis, Mo.
- 100. Metz-Friction Service, Waltham, Mass.
- 101. Midland Motor Co., Phila., Pa.
- 102. Midland Motor Car & Truck Co., P. O. Box 152, Oklahoma City, Okla.
- 103. Mid-West Auto Parts Co., 1318 W. B'way, Council Bluffs, Iowa,
- 104. Mier Carriage & Buggy Co., Ligonier, Ind.
- 105. Miller Car Co., Goshen, N. Y.
- 106. Moffitt's Sons, B. O., Binghamton, N. Y.
- 107. Muskegon Auto Co., Muskegon, Mich.
- 108. Mutual Motors Co., No. Tonawanda, N. Y.
- 109. Olds Motor Works, Lansing, Mich.

- 110. Myers Machine Co., Sheboygan,
- Nebraska Iron & Metal Co., 122 Norfolk Ave., Norfolk, Nebr.
- 115. New Columbus Buggy Co., Columbus, Ohio.
- 116. Newton Co., J. E., 165 Bedford St., Fall River, Mass.
- 118. Pathfinder Co., Indianapolis, Ind.
- 119. Petrie & Morganthall, Greencastle, Pa.
- 120. Phila. Mach. Wks., Phila, Pa.
- 121. Pullman Motor Car Co., York, Pa.
- 122. Pungs-Finch Auto & Gas Eng. Co., Detroit, Mich.
- 123. Puritan Mach. Co., Detroit, Mich., and N. Y. City.
- 124. Queen City Auto Parts Co., 638
  Main St., Cincinnati, Ohio.
- 126. R. C. H. Corp., Detroit, Mich.
- 127. Randolph Motor Truck Co., Flint, Mich.
- 128. Red Arrow Auto Co., Orange, Mass.
- 129. Republic Motor Car Co., Youngstown, Ohio.
- 130. Riverside Mchy. Depot, Detroit, Mich.
- 131. J. Rosenfield, 521 Sixth St., So. Boston, Mass.
- 132. Royal Tourist Co., 72nd St. & St. Clair Ave., Cleveland, Ohio.
- 135. St. Louis Car Co., St. Louis, Mo.
- 136. Saunders, Ernest W., 27 Stanhope St., Boston, Mass.
- 137. Schacht Motor Truck Co., G. A., Cincinnati, Ohio.
- 138. Schultz & Harder, Columbus, Wisc.
- 139. Singer Motor Co., 102 West End Ave., N. Y. City.
- 141. Southern Auto & Equip. Co., Atlanta, Ga.
- 142. Southern Welding Co., Waco, Tex.
- 143. Standard Motor Parts Co., Newcastle, Ind. 144. Standard Motor Parts Co., De-
- troit, Mich. 145. Staver Co., 106 W. 55th St., Chi-
- cago, Ill. 146. Stevens Duryea Co., Chicopee Falls,
- Mass. 147. Stevens Duryea Co., 72-12th St., San Francisco, Calif.
- 148. Stevens Duryea Service, Inc., 219 E. 67th St., N. Y. City.
- 149. Studebaker Corp. of America, Detroit, Mich.
- 150. Stutz Motor Car Co., 2450 Mich. Ave., Chicago, Ill.
- 151. Y. F. Stewart Motor Car Co., Bowling Green, Ohio.
- 152. Shaw Auto Sales Co., 513 W. 50th St., New York.
- 156. Thomas Motor Car Co., E. R., Buffalo, N. Y.
- 157. Toepfer's Sons, Frank, Milwaukee, Wisc.
- 160. Walker & Barkman Mfg. Co., Hartford, Conn. 161. Waukesha Motor Co., Waukesha,
- Wis. 162. Wolf Auto Parts & Tire Co., 619 N. Ill. St., Indianapolis, Ind.
- 163. Wyckoff Auto Salvage Co., Sioux City, Iowa.
- 167. York Motor Car Co., York, Pa.
- 170. Zimmerman Mfg. Co., Auburn. Ind.

Bearing Service Co. to be Dissolved

The Bearings Service Co. as an active organization will be dissolved December 31, 1922, according to Alfred K. Hebner, president and general manager.

The Bearings Service Co. was incorporated June 26. 1916, and will have completed by December 31, 1922, six and one-half years of existence, being the concern acting through 32 direct branchs and approximately 1,000 distributors as the service department of The Timken Roller Bearing Co., the Hyatt Roller Bearing Co. and The New Departure Manufacturing Co. for the service distribution of Timken, Hyat and New Departure bearings.

Mr. Hebner issued the following statement:

"Although the same mutually friendly attitude exists among the manufacturing principals through whose efforts the Bearings Service Co. was brought into existence, with automotive service activities and policies becoming more and more important in the industry as they have during the past several years there has been a growing mutual realization between The Timken Roller Bearing company and the General Motors Corp., whose interests have been represented in the Bearings Service Co., that the best ultimate goal would be secured by each through a separation of their bearings service program

separation of their bearings service program.

"To this end on and after October 1, 1922, the servicing of Hyatt and New Departure bearings, the manufacturers of which are units of the General Motors Corporation, will be handled by the United Motors Service, Inc., and a new company to be known as as The Timken Roller Bearing Sales & Service Co. will care for the servicing of Timken

bearings.

"Until January 1, 1923, when The Timken Roller Bearing Sales & Service Co. will be in operation, the Bearing Service Co. will continue the servicing of Timken bearings as heretofore at all its 32 direct branches located in the following cities: Atlanta, Boston, Chicago, Detroit, Los Angeles, Minneapolis, New York, San Francisco, Seattle, Kansas City, Dallas, Cleveland, Denver, Indianapolis, Birmingham, Richmond, Philadelphia, St. Louis, New Orleans, Pittsburgh, Omaha, Portland, Toronto, Winnipeg, Brooklyn, Fresno, Milwaukee, Salt Lake City, Baltimore, Buffalo, Newark, Oklahoma City. "In addition in any of these cities where the United Motors Service, Inc., does not have branches

the Bearings Service Company's branches up to January 1, 1923, will sell for service Hyatt and New Departure bearings

Departure bearings.

"To indicate the continued mutually friendly attitude in service affairs between the manufacturers of Timken, Hyatt and New Departure bearings, the United Motors Service, Inc., will appoint as service distributors of Hyatt and New Departure bearings the direct branches of The Timken Roller Bearing Sales & Service Co. in cities where the United Motors Service, Inc., has no direct branches and conversely The Timken Roller Bearing Sales & Service Co. will appoint direct branches of the United Motors Service, Inc., as its service distributors for Timken bearings in such cases.

"These arrangements will result in the public obtaining just as good if not better service on all these bearing lines, Hyatt, Timken and New Departure, than has been available in the past through the Bearings Service Company."

K. K. Hoag has been appointed advertising manager of the Hyatt Roller Bearing Co.

Arrow Motors Changes Name to Courier

The Arrow Motors Co., Sandusky, Ohio, has changed its corporate name to the Courier Motors Co. to conform with the name of its car, which will be known as the Courier. As has been previously announced, the Arrow Motors Co. acquired the plants, assets and good will of the former Maibohm Motors Co. The Courier Motors Co. takes all these over from the Arrow Motors Co.

Production is under way on six cylinder models, which are custom-built and painted, and it is stated that enough orders are on hand to keep the plants

at capacity for several months.

The officers of the company are A. C. Burch, president, who was former vice-president and director of sales of the Clydesdale Motor Truck Co.; O. O. Brace, vice-president, who is also president of the Sandusky Nut Co.; E. E. Ernst, treasurer; J. G. Pyle, secretary and general counsel; E. G. Kirby, vice-president of the Commerce-Guardian Trust & Savings Bank, Toledo; R. E. Hayslett, treasurer of the Hydraulic Steel Co., Cleveland; and N. T. Brotherton, of The Brotherton Co., Detroit.

All-Steel Business Sedan Being Produced by Dodge

A new all-steel business sedan is announced by Dodge Brothers, Detroit. It will sell for \$1,195, or \$250 under the price of the previous sedan model which it replaces. The feature of the new body model is the use of steel for the entire body construction with the exception of the roof, which is of fabric construction not subject to rumble.

The finish is baked enamel instead of that obtained by the 18 hand rubber and painting operations formerly used, and this making it possible to mature the jobs in five days instead of ten. The upholstery is

leather.

The rear seat cushion, rear side and back cushions are separate units, converting the entire rear section of the car into a spacoius carrying compartment.

The front seat tilts forward, affording clearance through the rear doors. This gives a door opening large enough to admit a trunk or parcel 22 in. wide by 48 in. high.

## American Commercial Car Co. Asks Permission to Dissolve

The American Commercial Car Co., Detroit, has filed application with the Wayne Circuit Court, for permission to dissolve and wind up its affairs under the provisions of the statutes of Michigan, and asked that the Security Trust Co. be appointed temporary receiver for this purpose. This application does not mean that the corporation is insolvent and unable to pay its bills, but was filed because of present day depressed business conditions and other reasons, which made further operation of the business unprofitable.

Olds Opens New Showroom in Detroit

As an addition to the Oldsmobile sales facilities in Detroit, the Olds Motor Works, of Lansing, Mich., has opened a new show room in the General Motors Building, at the corner of Grand and Second Boulevards. The new show room is to be under the direction of Ross C. Lowrie, who for years has been with the Oldsmobile branch in Detroit. In addition to the new General Motors Building show room, the company will continue to operate its branch show room at Woodward Ave. and Sproat St., under the direction of William J. Clemens, branch manager.

## BEARING DATA SECTION

in this section we have published the type number of both Ball and Roller Bearings used in about 3,000 models of Passenger Cars and Trucks from 1909 to 1919. Where Ball Bearings are used both the name of the bearing and the number are given.

### EQUIVALENT TABLE OF ANNULAR BEARINGS

Annular Ball Bearings are interchangeable. Below is a table showing the type number of each manufacturer equivalent to numbers we have used, which oppear in the first column.

prat column.																	
Key Bearing	Bearing		S. R. B.	Gurney	U. S.	Fafnir	R. I. V.	F. & S.	S. R. O.	Norma S Ball	Schafer	Schatz Universal	S. K. F.	Rhine-	. B. F.	Radax S. L.	
Numbers  200 201 202 203 204 205 206 207 208 209 210 211 212 213 -214 215 216 217 218 219 220 301 301 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 320 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419	Regular  200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 320 403 404 405 406 401 408 409 410 411 412 413 414 415 416 417 418 419 420	Monarch 6200 6201 6202 6203 6204 6205 6206 6207 6208 6209 6210 6211 6212 6213 6214 6215 6216 6216 6217 6218 6216 6217 6218 6210 6221 6222 6309 6301 6301 6301 6301 6301 6301 6301 6301	Ball  200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 2300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 403 3404 405 407 408 409 410 411 412 414 415 416 417 418 419 420	200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 230 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 321 321 321 321 321 321 321 321 321 321	200   201   202   203   204   205   206   207   208   209   210   211   212   213   214   215   216   217   218   219   220   221   222   203   304   305   306   307   308   309   310   311   312   313   314   315   316   317   318   319   320   321   322   403   404   405   407   408   409   410   411   415   416   417   418   419   420	200a 201a 202a 203a 204a 205a 207a 208a 209a 211a 211a 211a 212a 213a 214a 217a 218a 219a 221a 220a 221a 300a 301a 305a 305a 305a 307a 310a 311a 312a 312a 312a 312a 312a 312a 312	0000A 000A 000A 00A 1A 2A 3A 4A 5A 6A 7A 8A 10A 112A 112A 113A 114A 115A 115A 116A 117A 118B	A 10 A 12 A 17 A 20 A 30 A 30 A 45 A 45 A 45 A 45 A 45 A 45 A 45 A 45	354b 355 356 357 358 360 361 362 363 364 365 366 367 371 372 302b 302c 303 304 305 306 307 311 311 312 313 314 315 316 317 318 319 319 319 319 319 319 319 319 319 319	L 20 L 25	202 202B 203B 204 205 206 207 208 209 210 211 212 213 215 216 217 218 221 302 221 302 221 302 303 303 303 304 305 306 307 309 310 311 312 313 314 315 316 317 318 329 321 322 403b 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420	200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 220 221 300 301 302 303 304 305 306 307 308 311 312 313 314 315 316 317 319 320 301 311 312 312 313 314 315 316 317 319 320 404 405 407 407 418 419 420	1200 1201 1202 1203 1204 1205 1206 1207 1208 1209 1210 1211 1212 1213 1214 1215 1216 1217 1218 1219 1220 1221 1300 1231 1304 1305 1307 1308 1309 1310 1311 1312 1313 1314 1315 1316 1317 1318 1319 1320 1321 1332 1344 1355 1466 1407 1408 1409 1411 1412 1413 1414 1415 1416 1417 1418 1419	200a 201a 202a 202a 202a 202a 205a 206a 207a 207a 210a 211a 212a 213a 214a 215a 217a 218a 217a 218a 220a 221a 300a 302a 302a 303a 304a 305a 307a 305a 306a 307a 305a 306a 307a 306a 307a 308a 308a 309a 311a 312a 313a 314a 315a 316a 317a 318a 317a 318a 317a 318a 318a 318a 318a 318a 318a 318a 318	200a 201a 202a 202a 202a 202a 205a 206a 207a 208a 209a 211a 212a 213a 214a 215a 217a 218a 2217a 2218a 2217a 302a 302a 303a 304a 305a 307a 308a 307a 308a 307a 302a 301a 302a 302a 302a 302a 302a 302a 302a 302	0200 0201 0202 0203 0204 0205 0206 0207 0208 0209 0210 0211 0212 0213 0214 0215 0216 0217 0218 0220 0301 0302 0303 0304 0305 0306 0307 0308 0309 0310 0302 0303 0304 0305 0306 0307 0308 0309 0310 0302 0308 0309 0310 0302 0308 0309 0310 0302 0308 0309 0310 0302 0308 0309 0310 0308 0309 0310 0308 0309 0310 0308 0309 0310 0308 0309 0310 0311 0312 0313 0314 0315 0316 0317 0318 0319 0320 0321 0322 0403 0404 0405 0406 0407 0408 0409 0410 0411 0412 0413 0414 0415 0416 0417 0418 0419	12J 120 1202 1203 1204 1205 1206 1207 1208 1209 1210 1211 1212 1213 1214 1215 1216 1217 1218 1220 1221 1217 1218 1220 1221 1301 1302 1301 1302 1303 1304 1306 1307 1308 1309 1311 1312 1313 1314 1315 1316 1317 1318 1319 1321 1312 1313 1314 1315 1316 1317 1318 1319 1321 1322 1403 1404 1406 1409 1419 1411 1411 1411 1411 1418 1416 1417 1418 1416 1417 1418 1418

## Roller and Ball Bearing Data for Cars and Trucks from 1908 to 1921

#### KEY

FRONT AXLE BEARINGS

-Inner Wheel. -Outer Wheel

-Steering Knuckle Thrust.

REAR WHEEL BEARINGS

D—Inner. E—Outer.

-Single Bearing.

DIFFERENTIAL BEARINGS\*

G—Right Hand. H—Left Hand.

I—Thrust.

DRIVE BEARINGS

-Pinion or Worm Shaft Front. -Pinion or Worm Shaft Rear.

-Worm Spindle Thrust Front.
-Worm Spindle Thrust Rear. N—Universal Joint Propeller Shaft.

**CLUTCH BEARINGS** -Clutch Shaft Pilot.

P—Clutch Shāft Rear.

Q-Clutch Yoke or Throwout.

R—Clutch Spider.

-Transmiss. Eng. Clutch Shaft.

MOTOR BEARINGS

Camshaft Front.

U-Camshaft Rear.

-Camshaft Center.

-Crankshaft Front.

-Crankshaft Center. Y—Crankshaft Rear.

TRANSMISSION BEARINGS

AA-Main Shaft Front.

DD—Counter Shaft Front. -Counter Shaft Rear.
-Reverse Idler Gear.
FAN BEARINGS

BB-Main Shaft Rear.

CC—Spline Shaft Pilot.

GG—Hub Bearing.
HH—Water Pump Shaft Bearing.
JJ—Air Pump Shaft Bearing.
STEERING POST

KK-Thrust Upper. LL—Thrust Lower.

Magnetos and Lighting Generators are not covered in the following tables. Repairs on these machines are highly specialized work, and best results

Magnetos and Lighting Generators are not covered in the following tables. Repairs on these machines are highly specialized work, and best results are obtained by returning to the manufacturer or to an electrical Repair Service Station especially equipped for this service.

HOW TO USE THIS TABLE.—Look in the key at the top of this page for the letter corresponding to the particular bearing desired. Turn to the table and find the make and model of car for which the bearing is desired. Follow until the key letter is found.

In the Case of Roller Bearings, the make of bearing, followed by the manufacturer's type number, will be found following the key letter, as (Hy 16727) meaning, Hyatt bearing number 16727. Timken bearings can be supplied in parts, being composed of cone and cup. The numbers given show the cone first, as (5351-5320), 5351 being the cone, and 5320 the cup. Where Timken Bearings immediately follow name of car and model, and before any letter is used, it means that all bearings mentioned in that model are Timken Roller.

In the Case of Ball Bearings, the different makes of which are interchangeable, a number alone will be found following the key letter. This is a key number. Turn back to the equivalent table of annular ball bearings, at the beginning of the bearing section, and find this key number, which will be in the first column. Follow across the page until the column containing the make of bearing desired is reached. The number in this column will be the manufacturer's type number. In some instances, a notation such as the following will be found: 307 x 1½"; this means, 307 bearing with a special width, namely, 1½" wide instead of the usual width employed.

Where the letters B, C, N, D or T appear after the bearing, that letter must be used in ordering, as it is part of the manufacturer's designation number. as it is part of the manufacturer's designation number.

-Annular Ball Bearing.

D. R.—Double Row.
S. R.—Single Row.
R. T.—Radial-Thrust Bearings.
Norma—Norma Co. of Amer.

Bantam—Bantam Ball Brg. Co. Gur.—Gurney. Faf.—Fafnir. Bock—Standard Parts. H. B.—Hess-Bright.

Bock—Standard Parts. B. & B.—Borg & Beck.

Bower—Bower.
D. W. F.—Hess-Bright.
F. S.—J. S. Bretz.

**ABBREVIATIONS** 

Hy.—Hyatt.
N. D.—New Departure.
Rh.—Rhineland.

Brg. Co. of Amer.—Bearing Co. of America. S. K. F.—S. K. F. Industries. S. R. B.—Standard Roller Bearing.

Tim.—Timken Bearing. U. S.—"U. S. Strom."

ABBOTT—1916 (6-44)—(A) Bower, 307N; (B) Bower, 305AL; (D & E) Bower 209AL; (G) Bower, 209A; (AA) 210; Hy, 27797; (BB) 206; Hy, 27899; (DD) 306; Hy, 26972; (EE) 308; Hy, 26972; (FF) Hy, 26956.
1917 (6-44)—(A, B, D & E)—Hy, 16779; (G & H) Hy, 26056; (J) 0208; (K) 0407.
1918 (6-44)—(A) Bower, 308AL; (B) Bower, 305AL.
1917 (6-60)—(A) Br, 308AXL; (B) 305AXL; (F) 16681; (G & H) Hy, 26056; (J) 307; (K) 407

ACASON—1916 (2 Ton)—All Timken Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341b-3320 (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 335-3320; (BB) 357-353 (DD & EE) 339-333.

(D & E) 5553-5520; (Ġ & H) 559c-552; (J & K) 539c-532; (AA) 335-3320; (BB) 357-353; (DD & EE) 339-333.

1917-18-19 (1½ Ton)—(AA) Hy, 97026; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1918—Tim. Brgs. from A-K on all models—(2 Ton)—(A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532.

1918 (3½ Ton)—(A) 4550-4520; (B) 4361-4320; (C) 443b-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 539c-552.

1918 (5 Ton)—(A) 5550-5520; (B) 5351-5320; (C) 5354b-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320.

1919 (3½ Ton)—(D) 205; (AA) 212DR; (BB) 308DR; (DD & EE) 306.

1920 (R-1 Ton)—(D) 539TE-532; (G & H) 397-3920; (J) 444-432; (K) 456-453; (Q) 205; (AA) Hy, 17026; (BB) 308; (CC & FF) Hy, 16820; (DD & EE) H16506.

1920 (R-2½ Ton)—(D) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (Q) 205; (AA) Hy, 17026; (BB) 308; (CC & FF) Hy, 16820; (DD & EE) 5755-5520; (G & H) 559T-5520; (J) 539E-532; (K) 5578E-5521; (Q) 205; (AA) 209; (BB) 309; (CC & FF) Hy, 26839; (DD) 306; (EE) 307; (HH) Hy, 27095.

1920 (L-3½ Ton)—(A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5766-5720; (J) 6375E-6323; (K) 559-552; (Q) 205; (AA) 209; (BB) 306; (CC & FF) Hy, 17966; (DD) 307; (EE) 308; (HH) Hy, 27095.

1920 (M-5 Ton)—(A) 5550-5520; (B) 5351-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J) 6375E-6323; (K) 6455E-6420; (Q) 205; (AA) 210; (BB) 310; (CC & FF) Hy, 17966; (DD) 307; (EE) 308; (HH) Hy, 27095.

ACME—1916-17 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA & BB) 339-333; (DD & EE) 319-313.

& E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA & BB) 339-333; (DD & EE) 319-313.

1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532.

1919-1920—Tim. Brgs. from A-K on all models—Model (A)—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (N) 307; (O) 205; (P) 212DR; (Q) T19; (BB) 308DR; (DD & EE) 306; (GG) Oakes CX1608.

1919 (B)—(A) 4558-4520; (B) 3360-3320; (D & E) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) 205; (P) 212DR; (Q) T19; (BB) 307DR; (DD & EE) 306; (GG) Oakes CX1608.

1919-1920 (C)—(A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559c-552; (K) 6359-6320; (O) 205; (P) 212DR. (Q) B & B; (BB) 309DR; (DD & EE) 307; (GG) Oakes CX1608.

1919-1920 (F)—(A) 4558-4520; (B) 3360-3320; (D & E) 6378-6320; (G & H) 477-473; (J & K) 456-453; (N) 307; (OG) Oakes CX1608.

1919-1920 (E)—(A) 5550-5520; (B) 5351-5320; (C) 5354B-L-563; (D, G & H) 780-772; (E) 6552-6551; (J & K) 6359-6320; (O) 205; (P) 208DR; (Q) B & B D-41; (BB) 310DR; (DD & EE) 306; (GG) Oakes CX-1608.

1919-1920 (E)—(A) 5550-5520; (B) 5351-5320; (C) 5354B-L-563; (D, G & H) 780-772; (E) 6552-6551; (J & K) 6359-6320; (O) 205; (P) 208DR; (Q) B & B D-41; (BB) 310DR; (DD & EE) 308; (GG) Oakes C-2802.

1920 (B)—(A) 4364-4320; (B) 3161-3120; (D & E) 539TD-532; (G & H) 397-3920; (J) 444-432; (K) 456-453; (O) 205; (P) 212DR; (Q) T19; (BB) 307DR; (DD & EE) 306; (GG) Oakes CX-1608.

ADVANCE-RUMELY—1920 (A 1½ Ton)—(A) Tim, 3762-3720; (B) 3360-3320.

AHRENS-FOX & CONTINENTAL—1915 (Spec.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6556-6321; (E) 5355-5320; (G & H) 3955-3920; (J) 3459-3420; (K) 559-552.

1917 (K & MK)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E—G & H) 5553-5520; (J & K) 539-532; (AA) 456-4520; (BB) 539-532; (DD & EE) 415-412.

1917 (L)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 5553-5520; (J & K) 539-532; (AA) 456-4520; (BB) 5552-5520; (DD & EE) 3554-3520.
1919-1920 (KMN)—(A) Tim, 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5354,5320. 1915-1920 (MNN)—(A) 11m, 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5354-5320. 1920—(L-P)—(A) Tim, 555D-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.

AIR-O-FLEX—1919—(183-2 Ton)—(G) Hy, 26084; (H) Hy, 26085

ALCO (Pass.)—1910 (12-40, 9-60)—(A) 310; (B) 406; (D) 312; (E) 212; (G & H) 312; (J) 411: (K) 406; (AA) 211; (BB) 409; (DD) 308; (EE) 310.

1912 (9-16)—(A) 308; (B) 306; (D) 312; (E) 210; (G & H) 310; (K) 311; (AA) 210; (BB) 307; (DD & EE) 307.

ALCO (Truck)—1909-10-11 (3 Ton)), 1912-13 (1 & 2 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 5550-5520; (E) 5351-5320. 1912-13 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 5551-5520. 1912-13 (4 & 5 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; (E) 6351-6321;

1913 (6½ Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; (E) 6352-6321.

913 (6½ Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; (E) 6352-6321.

All American—1919-1920—(A)—(A) Tim, 3357-3320; (B) 2382-2320; (D) 420-413; (E) 319-313; (G) 276-2720; (K) 335-3320; (Center Prop. Shaft Brg. 207DR; (O) 205DR; (P) 208 DR; (Q) Spec.; (AA) 208DR; (BB) 305DR.

1919-1920—(B-1)—(A) Tim, 3357-3320; (B) 2382-2320; (D) 4559-4520; (E) 3190—3120; (C & H) 355-3520; (J) 335-3320; (K) 417-412; Center Prop. Shaft Brg. 207; (O) 205DR; (P) 308; (Q) Spec.; (AA) 308; (BB) 308; (DD) 305; (EE) 306.

1919-1920—(C-1½)—(A) Tim, 4357-4320; (B) 3196-3120; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412; Center Prop. Shaft Brg. 207; (O) 205DR; (P) 308; (Q) Spec.; (AA) 308; (BB) 308; (DD) 305; (EE) 306.

(L) 205; (Q) 59ec.; (AA) 305; (BB) 308; (DD) 305; (EE) 305.

ALLEN—1915 (37) & 1916 (32)—(F) 309; (G & H) 209; (K) 307; (O) 205; (AA) 20; (BB) 207.

1916-17 (Classic)—(F) Bower, 309ADT; (G & H) Bower, 209AL; (J) Bower, 253T; (K) Bower, 307A.

1917 (37)—(F) 310; (G & H) 0210; (J) 307; (K) 407.

1917—(G & H) 0209; (J) 0306; (K) 406; (Q) 205; (AA) 208; (BB) 207.

1917—(G & H) 0209; (J) 0306; (K) 406; (Q) 205; (AA) 208; (BB) 207.

1917—18 (Model 41)—(A) Bower, 307AL; (B) Bower, 305AL; (D & E) 309; (G & H) 209; (J) 207; (K) 307; (O) 205; (AA) 208; (BB) 207; (DD & EE) 304.

1919 (41)—(DD & EE) Hy, 16957.

1919-20-21—(43)—(A) Bk, 317-31; (B) Bk, 235-23; (G & H) 355-35; (J) 257-25; (K) Bk, 334-33; (Clutch) B & B; (S) 208; (CC & DD) Hy, 16957.

ALLISON—1920—(603)—(A) Tim, 317-312; (B) 2687-2620; (C & D) 415T-412A; (E & G) 3598-3520; (H) 2785-2720; (J) 3381-3320. ALTER-1915-(F) Hy, 16018 or 16225; (G & H) Hy, 26062 or 26063; (O) 205; (AA) 208;

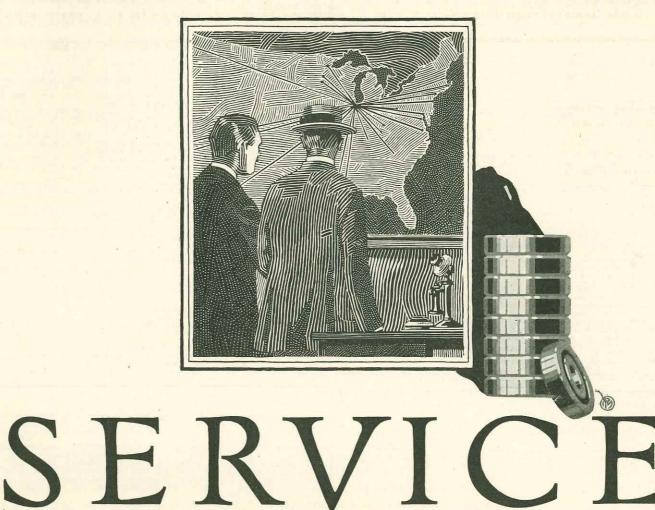
(BB) 307. 1916-17—(F) Hy, 16225 or 16018; (G & H) Hy, 26063; (J) 0306; (K) 307; (O) 205; (AA) 208; (BB) 307. 1918 (All Models)—(F) Hy, 16018; (G & H) 26063.

AMERICAN—1920-21—(A)—)A) Bk, 310; (B) Bk, 308; (D, G & H) 5213; (J) 309; (K) 5409; (O) 205; (P) 208; (AA) 307; (BB) 308; (CC) 304; (DD & EE) 306.

1920-21—(B)—(A) Tim, 419-412; (B) 3191-3120; (D) Br, 309; (E) Br, 306; (G, H & J) Tim, 335-3320; (K) Tim, 417-412; (O) 205; (AA) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306.

920-21—(B-1)—(A) Tim, 3720-3762; (B) 3320-3360; (D) 311; (G & H) 213; (J) 407; (K) 5407; (O) 205; (AA) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306.

AMERICAN & BRITISH—1920—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (I) Spec.; (J) Hy, 84070; (K) 306; (O) 305; (Q) Spec.; (T) 206DR; (U) 207; (V) 210; (AA) 308; (BB) 307; (CC) 305; (DD & EE) 307; (GG) 202; (KK & LL) Spec.



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321 EAST TWENTY NINTH STREET, CHICAGO ILLINOIS

AMERICAN LA FRANCE—Continued 1910-14-15-16 (10-11-12-14)—Tim. Brgs.; (A) 539-532; (B) 415-413; (D) 539-532; (E) 415--Tim. Brgs.; (A) 5355-5320; (B) 415-413; (D) 5355-5320; (E) 415-413. D-Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521

1910 (Special)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 6635-6321; (E) 5355-5320; (G & H) 5755-5720.

1917 (15 & 19)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 6356-6321; (E) 5355-5320; (G & H) 5755-5720.

1917 (31)—Tim. Brgs.; (A) 6552-6521; (B) 5355-5320; (C) 5354-5320.

1917 (31)—Tim. Brgs.; (A) 6552-6521; (B) 5355-5320; (C) 5354-5320.

1917 (31)—Tim. Brgs.; (A) 6552-6521; (B) 5355-5320.

1920 (-C)—(D) Tim. 6356-6321; (E) 5355-5320.

1920 (10-12-45)—(A) Tim, 539-532; (B) 415-413; (D) 539-532; (E) 415-413.

1920 (19)—(A) Tim, 559-5520; (B) 5351-5320; (D) 6356-6321; (E) 5355-5320; (Sprocket Shaft) 5755-5720.

Shaft) 5755-5720.

AMERICAN MOTORS—1917 (Model A)—(F) Hy, 16779; (G & H) Hy, 26056; (J) 0307; (K) 0407; (Q) 205; (AA) 209; (BB) 307.

1918-19—(F) Hy, 16779; (G & H) Hy, 26056.

1919—(A) Br. 308AXL; (B) Br, 305AXL; (F) Hy, 16779; (G & H) Hy, 26056; (I) Salis, 6177; (J) 407; (K) 307DR; (O) 205; (Q & R) B & B; (AA) 210; (BB) 307; (EE) 305; (FF) 306; (KK & LL) Spec.

1920—(B)—(A) Br, 336TXL; (B) Br, 236TX; (F) 310DR; (G & H) Tim, 366-363; (J) Hy, 57883; (K) 307DR; (O) 210; (Q & R) B & B; (KK & LL) Spec.

1920—21—(C-6)—(A) Tim, 336-3320; (B) 236-2320; (F) 310 DR; (G & H) Tim, 366-363; (J) Hy, 57883; (K) 307DR.

ANDERSON—1914—15 (Mod. 47-48-49-50-51-52-53-54)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) 209; (J) 307; (M) 307; (U) S.K.F. 709U.

1916—17—(G & H) 213; (J) 307; (K) 309.

1917—18 (6-40)—(A) Bower, 307N; (B) Bower, 305A; (D & E) Bower, 209A.

1917-18 (6-40)—(A) Bower, 307 N; (B) Bower, 303 A; (D & E) Bower, 209AL& (G) Bower, 209A.

1913 (1 Ton Tr.)—(A) Tim, 419-412; (B) 3150-3120; (D) Tim, 4554-4520; (E) Tim, 3159-3120; (1919—(20)—(A) Bk, 337-33; (B) Bk, 235-23; (F) Hy, 16692; (G & H) Hy, 26486; (J) Bk, 317-31; (K) Bk, 333; (Q) B & B-D-41; (Retract Col.) B & B-D-39; (S) 205; (AA) 209; (BB) 307; (KK) 220.

(BB) 307; (KK) 220. 1920-21-(30, 40)-ABr. 336TXL; (B) 236TX; (F) 310DR; (G&H) Tim. 366-363; (J) 307DR (K) Hy. 27883; (Q) (B & B) D-41 (Retract. Col) B&B-D39; (S) 205; (AA) 209; (BB) 307; (G G) Oakes-C-1161; (KK & LL) Gemner 4797.

(G G) Oakes-C-1161; (KK & LL) Gemner 4797.

ANDERSON ELECTRIC—1916 (All Mod.)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 366-363; (G & H) 213; (J) 307; (K) 309.

1917 (Mod. 62-63-64-65-66A)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) 213; (J) 307; (K) 309.

1917 (Mod. 68-69B)—Tim. Brgs.; (A) 342-3320; (B) Tim, 235-2320; (D) 435T-4320.

1913 (Mod. 38)—(A) Tim, 336-3320; (B) Tim, 235-2320; (D) 435T-4320.

1915 (Z Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G) 375-3720; (H) 256-2520; (J) 415-412; (K) 435-4320.

1917 (3 & 4 Ton)—Tim. Brgs., (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

1918—(F) Hy, 16692; (G & H) 26486.

ANGER—1915-16-17 (6-60)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

APEX—1919-20-21—(C)—(A) Tim, 3320-3337; (B) 2320-2382T; (D) Tim. 420-413; (E) 319-313; (G) 276-2720; (H) Wright 338; (J) 275-2720; (K) 335-3320; (N) SKF 307; (O) 205; (P, S & BB) 307; (O) 212; (AA) 304; (DD) 305; (EE) 306; (FF) Spec.; (GG) Hy, C-600.

APEX MOTOR—1920—(A-L)—(A) Tim, 336-3320; (B) Tim, 236-2320; (F) 310DR; (G & H) Tim, 366-363; (D) 3077; (K) Hy, 57883.

APPERSON—1913-14 (4-45) (455)—(A) 0309; (B) 0307; (D & E) Tim, 435-4320; (F) 408;

APPERSON—1913-14 (4-45) (455)—(A) 0309; (B) 0307; (D & E) Tim, 435-4320; (F) 408; (G & H) Tim, 385-383; Ann, 211; (J) Tim, 357-353; Ann, 307; (K) Tim, 357-353; Ann, 407; (AA) Tim, 365-363; Ann, 210; (BB) Tim, 417-412; Ann, 307; (DD & EE) Tim, 319-313; Ann, 306.

1915—(G & H) Hy, 26056; (Q) 1210; (AA) Hy, 17074; (BB) Hy, 16562; (DD & EE) Hy,

1873—(G & H) Hy, 26056; (Q) 1210; (AA) Hy, 17074; (BB) Hy, 16562; (DD & EE) Hy, 16560.

1917 (All Models)—(A) Tim, 343-3320; (B) Tim, 235-233; (F) Tim, 415T-412; (G & H) Hy, 26470; (J) Tim, 256-2530; (K) Tim, 417-412; (O 205.

1915-16 (4-40 & 6-8)—Tim. Brgs.; (D 415T-412; (G & H) Hy, 26056; (J) 256-2530; (K) 417-412; (AA) Hy, 17074; (BB) Hy, 16562; (DD & EE) Hy, 16506.

1918-19 (Mod. 8-19A)—(A) Tim, 343-3320; (B) Tim, 235-233; (F) 415T-412; (G & H) Hy, 26056; (J) Tim, 256-2530; (K) 441-4320; (P) 205; (AA) Hy, 17047; (BB) Hy, 16562; (DD & EE) Hy, 16056; (GG) ND. 05.

1920—(8-20S, A)—(G & H) Hy, 26470; (J) Tim, 417-412; (K) Tim, 441-4320

1921—(8-21S, A)—(A) Tim, 342-4320; (AA) 26487; (GG) 303.

ARMLEDER—1917-18 (2 & 3½ Ton)—(O) 205; (AA) 308; Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1919-20-21—(HW) Tim, Brgs. from A-K on all models—(A) 4558-4520; (B) 3360-3320: (C) 3418-3320; (D & F) 5557-5520; (C & H) 5557-5520.

(187) Hy, 10820. 1919-20-21—(HW) Tim, Brgs. from A-K on all models—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205DR. (KW)—(A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375-6323; (O) 205DR. 1920-21—(20)—(A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G & H) 447-473; (J) 456-453; (K) 539E-532; (O) 205DR.

453; (K) 539E-532; (O) 205DR.

ARGONNE—1920—(GG) Hy, 29095.

ATLANTIC—1916 (Mod. G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 5596-552.

1916 (Mod. M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5553-5520; (E) 5553-5520; (G & H 5596-552; (J & K) 5396-532.

1917-18 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 4558-4520; (E) 3360-3320.

1917-18 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320.

1917-18 (Mod. 3C & 3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6356-6321; (E) 5355-5320.

1917-18 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

ATLAS-See Martin Atlas.

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ATTERBURY TRUCK—1914-15 (2 Ton)—Tim. Brgs.; (D) 4350-4520; (E) 4361-4320. (Mod. D, 3 Ton)—Tim. Brgs.; (A & D) 5550-5520; (B & E) 5351-5320.

Mod. E, 5 Ton)—Tim. Brgs.; (D) 6550-6521; (E) 6354-6321.

1915 (Mod. D-W)—Tim. Brgs.; (A) 5550-5529; (B) 5351-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA & BB) 440-4320; (DD & EE) 415-512.

1915 (Mod. B-W)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA & BB) 440-4320;

1917 (Mod. 7-C-11, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
1917 (Mod. 7-D-12, 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA & BB) 357-853; (DD & EE) 339-333.
1917 (Mod. 6-B-9)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA & BB) 344-333; (DD & EF) 310-312.

3720; (G) 559c-552; (H) 456c-454; (J & K) 539c-532; (AA & BB) 344-333; (DD & EF) 319-313.

1919—7R, C)—Tim. Brgs. from A-K on all models—(A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (O) 205DR; (AA) 344-333; (BB) 339-333; (CC) 306; (DD & EE) 319-313; (GG, HH, KK & LL) Spec.

1919—(7D)—(A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559c-552; (K) 6359-6320; (O) 205DR; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333; (GG, HH, KK & LL) Spec.

1919—(8E)—(A) 5550-5520; (B) 5351-5329; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320; (O) 205DR; (AA) 439T-432; (BB) 435-4320; (CC) 355; (DD & EE) 415-412; (GG, HH, KK & LL) Spec.

1920—(20R)—(A) 4364-4320; (B) 3161-3120; (F) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (N) SKF, 407; (O) 205DR; (P) 208; (T, U, V, W, X & Y) Spec.; (BB) 307; (CC) 304; (DD) 305; (EE) 306; (GG, HH, KK & LL) Spec.

1920—(7CX)—(A) 4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205DR; (AA) 344-333; (BB) 339-333; (CC) 306; (DD & EE) 319-313; (GG, HH, KK & LL) Spec.

1920—(7D)—(A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6375-6323; (O) 205DR; (AA) 344-333; (BB) 339-333; (CC) 306; (DD & EE) 339-333; (GG, HH, KK & LL) Spec.

1920—(8E)—(A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375E-6323; (K) 6455-6422; (O) 205DR; (AA) 439T-432; (BB) 435-4320; (CC) 355; (DD & EE) 415-412; (GG, HH, KK & LL) Spec.

415-412; (GG, HH, KK & LL) Spec.

AUBURN—1915 (Mod. 1-36)—(F) Hy, 16691; (G & H) Hy, 26486; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 305.

1915 (Mod. 6-40)—(F) 310; Hy, 16675; (G & H) 212; (G) Hy, 26059; (H) Hy, 26232; (J) 0309; (K) 307; (Q) 205; (AA) 210; (BB) 307; ((DD & EE) 305.

1916 (Mod. 6-40)—(J) 308; (K) 405; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 206.

1916-17 (Mod. 6-38)—(F) Hy, 16675-16691; (G) Hy, 26056-26486; (H) 26486; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 206.

1917 (Mod. 4-40)—(F) 310; (G & H) 212; (J) 0309; (K) 407; (Q) 209; (AA) 209; (BB) 307; (DD & EE) 306.

1917 (Mod. 6-39)—(F) Hy, 16692; (G & H) Hy, 26486; (J) 307; (O) 205; (Q) 205; (AA) 309; (BB) 307; (CC) 210; (D) 305; (EE) 306.

1918 (Mod. 6-40)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 305.

1918 (Mod. 6-40)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 305.

1919 (Mod. 6-39H)—(F) Hy, 16692; (G & H) Hy, 26486.

1919—(A) Bk, 337-33; (B) 235-23; (F) 310DR; (G & H) 355-35; (J) Bk, 317-31; (K) Bk, 340-33; (O) 205; (AA) Hy, 16950; (BB) 307; (DD) 305; (EE) 306.

1920-21 (6-39)—(A) Bk, 337-33; (B) Bk, 235-23; (F) 310DR; (G & H) Tim. 366-363; (J) Hy, 57883; (K) 307DR; (O) 205; (AA) Hy, 16950; (BB) 307; (DD) 305; (EE) 306.

AUSTIN—1916-17 (Mod. 12)—(F) 213.

AUSTIN—1916-17 (Mod. 12)—(F) 213. 1917 (Mod. 77)—(F) 313; (G & H) 312; (K) 307. 1917—(F) 312; (O) 205; (AA & BB) 208; (DD) 306; (EE) 305.

1917—(F) 312; (O) 205; (AA & BB) 208; (DD) 306; (EE) 305.

AUTOCAR—1914-15-16-17-18—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (W) Ann, 410; (Y) Ann. 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.

1919 (Mod. XXI-F)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (Jackshaft Right & Left) 455-4520; (P) (2) 3366-3320; (W) Ann, 410; (Y) Ann, 410; (AA) 1985; (BB, DD & EE) 3100-3120.

1919-20-21 (XXI-F, G)—(A) Tim. 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) Tim. 395-3920; (J) Tim. 335-3320; (K) 439-4320; (Jackshaft Tim., 455-4520; (P) Tim. 3366-3320; (Q) Spec.; (W & Y) 410; (BB, DD & EE) Tim, 3160-3120; (CC) Tim, 1985; Cone (GG & HH) 206.

1920-21 (XXVI-B, Y)—(A) Tim. 560-552; (B) Tim. 3381-3320; (D & E) Tim. 749-742; (G & H) Tim. 560-552; (J) Tim. 419-414; (K) Tim. 537-532; (Jackshaft) Tim. 537-532; (P) 307; (Q) 212; (W) 413; (Y) 414; (Drive Shaft-Front) 307DR; (BB & EE) 308DR; (CC) 304DR; (DD) 307; (Drive Shaft Rear) 213; (GG) 304; (Fan Drive Shaft) SKF, 305.

AUTOHORSE—1919—(10-5 Ton)—(GG) Hy, 29097

AUTOHORSE—1919—(10-5 Ton)—(GG) Hy, 29097.

AVAILABLE—1915 (¾ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559e-552; (H) 4566-454; (J & K) 539e-532; (AA) 339-333; (BB) 277-274. 
1915 (1¼ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559e-552; (J & K) 539e-532; (AA & BB) 357-353; (DD & EE) 339-333. 
1915 (1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320. 
1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320. 
1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (B) 339-333; Hy, 16684; (DD & EE) Hy, 16506; (FF) Hy, 16820. 
1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559e-552; (J & K) 539e-532; (AA BB, DD & EE) 335-3320. 
1916 (3 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5702; (G & H) 5756-5720; (G & H) 5756-5720; (G & H) 579e-552; (AA) 277-274; (B) 3380-3320. 
1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559e-552; (H) 456e-454; (J & K) 539e-552; (AA) 277-274; (BB) 339-333. 
1917 (2 Ton)—Tim. Brgs.; (A) 458-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559e-552; (AA) 559e-552; (AA) 277-274; (BB) 339-333. 
1917 (2 Ton)—Tim. Brgs.; (A) 458-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559e-552; (J & K) 539e-532; (AA) 277-274; (BB) 339-333. 
1917 (2 Ton)—Tim. Brgs.; (A) 458-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559e-552; (J & K) 539e-532; (AA) 377-3320; (BB) 335-3320; (DD & E) 5553-5520; (G & H) 559e-552; (J & K) 539e-532; (AA) 377-3320; (BB) 335-3320; (DD & E) 5553-5520; (G & H) 559e-552; (J & K) 539e-532; (AA) 377-3320; (BB) 335-3320; (DD & E) 5553-5520; (G & H) 559e-552; (J & K) 539e-532; (AA) 377-3320; (BB) 335-3320; (DD & E) 5553-5520; (G & H) 559e-552; (J & K) 539e-532; (AA) 377-3320; (BB) 335-3320; (DD & E) 316-312.

1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 337-3320; (BB, DD & EE)

(E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320; (AA) 337-3320; (BB, DD & EE) 335-3320.

1918 (1 & 1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453.

1918-19 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5535-5520; (G & H) 559c-552; (J & K) 539D-532; (AA) 337; (BO) 339; (CC) 306; (DD & EE) 319.

1918-19 (3½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559c-552; (K) 6359-6320; (AA) 336; (BB) 357; (CC) 306; (DD & EE) 339.

1918-19 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320; (AA) 336; (BB) 357; (CC) 306; (DD & EE) 339.

1919 (H-2 Ton)—(G & H) 214RT; (Jackshaft) F-1310-R-2-410RT.

1919 (H-3 Ton)—(J) 311; (K) 411DR.

1920 (H-1½)—(F) 311DR; (G & H) 213RT; (J & K) 407RT; (Q) 205; (AA) 308; (BB) 305; (CC) 408; (DD) 306; (GG) Hy, 29997.

1920 (3-3½ Ton)—(A) Tim. 4550-4520; (B) 4361-4320; (C) 443-4320; (D) Tim. 6552-6521; (E) 5755-5720; (G & H) Tim. 5757-5720; (J (59-552); (K) 6375E-6323; (Q) 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) Hy, 29097.

1920 (5 Ton)—(A) Tim. 5550-5520; (B) Tim. 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375E-6323; (K) 6455E-6422; (Q) 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 780-772; (E) 6552-6521; (J) 6375E-6323; (K) 6455E-6422; (Q) 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 780-772; (E) 6552-6521; (J) 6375E-6323; (K) 6455E-6422; (Q) 205; (AA) 337-3320; (BB, DD & EE) 316-312; (GG) Hy, 29097.

1920 (H-7 Ton)—(F) 320DR; (G & H) 220; (J) 410; (K) 411; (Q) 205.

AVERY—1913 (1 Ton)—Tim. Brgs.; (A) 3750-

1915 (Mod. B-W)—1m. Brgs.; (A) 5730-520; (B) 4305-532; (AA & BB) 440-4320; (B) 570-532; (AA & BB) 440-4320; (B) 4361-4320; (D & E) 316-312.

1915 (Mod. A-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; (H & G) 590-552; (J & K) 5390-532; (AA, BB, DD & EE) 335-3320.

1915 (Mod. C-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; (H & G) 1916 (Mod. 6-B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D & E) 319-313.

1916 (Mod. 6-C)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 441B-3320; (D & E) 5553-5520; (G & H) 5590-552; (J & K) 5390-532; (AA) 440-4320; (BB) 435-4320; (D & E) 415-412.

1916 (Mod. 6-D)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) & E) 415-412.

1916 (Mod. 6-D)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (C) 441B-3320; (D & E) 316-312; (E) 5755-5720; (G & H) 5760-5720; (G & H) 5760-57

Avery—Continued

1920-21 (1 Ton)—(A) Gilliam-335-3320; (B) Gilliam 235-2320; (C) C9; (D) Tim, 420-413; (E) Tim, 319-313; (Int. Gear Pinion) Br, 306; (G) Wright 276; (H) Tim, 336-3320; (J) 275-2720; (K) Tim, 335-3320; (O) 205; (Q) C25; (AA) Gur. 208; (BB) Gur. 306.

BAILEY—1920 (4-75)—(A) Bk, N308; (B) Bk, 316, (F) Bk, N209; (G & H) Bk, B210; (J) Bk, N307; (K) Bk, 537; (O) 205; (AA) 337; (BB) 335; (DD & EE) 316.

1920 (6-54E)—(A) Bk, N308; (B) Bk, 316; (F) Bk, N209; (G & H) Bk, B210; (J) Bk, N307; (K) Bk, 537; (AA) 308; (BB) 307; (DD) 305; (EE) 306. (K) Bi, 537; (AA) 308; (BB) 307; (DD) 305; (EE) 306.

BAKER ELECTRIC—1915 (Mod. E-A)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320 (D) 6550-6521; (E) 6354-6321.

1915 (Mod. O-E)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 335-3320; (C) 341-3320.

1914-15-16-17-18 (Baker R. & L., Mod. J, B & C)—Tim. Brgs.; (A) 3358-3320; (B) 3154-3; 3154-3120; (D & E) 365-363.

(Mod. V & W)—(A) 306; (B) 304; (D & E) 309.

(Mod. (Z) (ZF) (ZFZ)—(A) 8308; (B) 8306; (D) 309; (E) 209.

1919-20 (C-45, B-36)—(A) Tim. 3358-3320; (B) Tim. 3154-3120; (D & E) Tim., 365-363.

BEGG (LAWKEY L. 1912—(D & E) 14, 16670; (C. & H) Hy. 26069; (L & K) Hy. 26668. BECK-HAWKEYE-1919-(D & E) Hy, 16670; (G & H) Hy, 26069; (J & K) Hy, 26668 BECK-HAWKEYE—1919—(D & E) Hy, 16670; (G & H) Hy, 20009; (J & R) Hy, 20009; (G & H) Hy, 20009; (G & H) Hy, 20009; (G & H) Hy, 29097.

1919 (C & D)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D & E) Hy, 26662; (G & H) Hy, 26388; (J & H) Hy, 26777; (G C) Hy, 29097.

1919 (A & B)—(A) Tim, 3362-3320; (B) Tim, 2382-2320; (D & E) Hy, 16670; (G & H) Hy, 26069; (J & K) Hy, 26668; (G C) Hy, 29097.

1920 (A & B)—(A) Tim, 3362-3320; (B) Tim, 2382-2320; (D & E) Hy, 46670; (G & H) Hy, 26069; (J & K) Hy, 26668; (G C) Hy, 29095.

1920 (C & D)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D & E) Hy, 26662; (G & H) Hy, 26388; (J & K) Hy, 56777; (G C) Hy, 29095.

1920 (D-3 Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D & E) Hy, 47893; (G & H) Hy, 26480; (J & K) Hy, 26669; (G C) Hy, 29095.

BECK—1916 (I Ton)—(E) Bower, 307NDT.

1917-18 (1½ Ton)—(E) Bower, 308NDT; (D) Hy, 16670; (G & H) Hy, 26669.

1917-18 (2 Ton)—(E) Bower, 410NDT; (D) Hy, 26662; (G & H) Hy, 26386.

BEECH CREEK—1916-17 (4-Wheel Drive)—Tim. Brgs.; (A-B-D-E-G & H) 477-473; (C)

1917-18 (2 Ton)—(E) Bower, 410ND1; (D) Hy, 26502; (G & H) Hy, 26502; (C & H) Hy, 26502; (C & H) 477-473; (C 3157-3120; (J) 395-3920; (K) 459-453; (AA) 344-3320; (BB, DD & EE) 417-412.

1917 (3 Ton)—(D) Bower 311N; (E) Bower 311N.

1918 (4-WD)—Tim. Brgs.,—(A, B, D, E, G & H) 477-473; (C) 3157-3120; (J) 395-3920 (K) 459-453; (AA) 344-3320; (BB) 447-4320; (DD & EE) 415-412.

BEGGS—1918-19 (V-2)—(A) Tim, 257-2520; (B) Tim, 235-2320; (E) 415T-412A; (G & H 359T-3520; (J) 257-2520; (K) 3381-3320.
1918 (18)—(A) Tim, 316-312; (B) Tim, 235-2320; (E) 415T-412A; (G & H) 359T-3520; (J 257-2520; (K) 3381-3320

257-2520; (K) 3381-3320 1920—(2550F,R)—(A)Bk,N307; (B)Bk,N305; (D&E)Bk,276-27; (G&H)Bk,N210; (J)Bk,N308; (K) Bk, 3191-311D. 1920 (19)—(A) Tim, 317-312; (B) Tim, 2687-2620; (E) 415T-412A; (G & H) Tim, 3598-3520; (J) 2785-2720; (K) 3381-3320.

BELL—1916-17-18—(AA) Hy, 27797; (BB) Hy, 27899; (FF) Hy, 26956.

1919—(A) Br, 317TX; (B) Br, 235TX; (D & E) Br, 208AX; (G & H) Hy, 26216; (AA) Hy
27797; (BB) Hy, 27899.

1919 (1½)—(G) Hy, 26084; (H) Hy, 26085.

1919 (2½ Ton)—(G & H) Hy, 26084.

1920 (1½ Ton)—(G & H) Hy, 26084; (GG) Hy, 29097.

BENHAM—1915 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 539-532; (K) 439-4320.

BEN HUR—1917 (17)—(A) 415-412A; (B) 2382-2330; (D) 435T-4320; (G & H) 375T-3720 (J) 255-2530; (K) 417-412.

1918 (17)—(A) Tim, 3381-3320; (B) 2382-2330; (D) 435T-4320; (G & H) 375T-3720; (J 255-2530; (K) 417-412.

1918 (17)—(A) Tim, 3381-3320; (B) 2382-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

BESSEMER—1915 (Mod. D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (AA, BB, DD & EE) 335-3320.

1916 (Mod. E)—Tim. Brgs.; (A) 4550-4520; (B) 5361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 440-4320; (BB) 435-4320; (DD & EE) 415-412.

1916 (Mod. G, I Ton)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; Jackshaft, Bower, 306N; and 306N; Jackshaft, Bower, 306N; (B) Bower, 308N; (D & E) Bower, 311N.

1917 (D 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-552; (J & K) 539c-552; (J & K) 539c-552; (J & K) 559c-552; (J & K) 559c-552; (J & K) 559c-552; (J & K) 559c-552; (J & K) 39c-632; (AA) 415-412; Hy, 277941; (BB, DD & EE) 335-3320; (BB) Hy, 36733; (DD & EE) Hy, 16516.

1917 (E 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559c-552; (AA) 439-4320; (BB) 440-4320; (DD & EE, 415-412.

1919 (H-5)—Tim. Brgs.; (AA) 439-4320; (DD & EE) 415-412.

1919 (H-5)—Tim. Brgs.; (AA) 439-4320; (DD & EE) 415-412.

1919 (H-5)—Tim. Brgs.; (AA) 439; (BB) 435; (CC) 335; (DD & EE) 415.

1919 (H-5)—Tim. Brgs.; (K) 4368-4320; (D) Br, 311N; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320; (O) 208; (P) 205; (AA) 337; (BB) 336+419; (CC) 306; (DD & EE) 339.

1919 (H-2)—(A) 4320-435; (B) 3121-3191; (D & E) Br, 311N; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320; (O) 208; (P) 205; (AA) 337; (BB) 335; (DD & EE) 316.

1919 (H-2)—(A) 4320-435; (B) 3121-3191; (D & E) Br, 311N; (G) 375-3720; (H) 3762-3720; (H) 335-3320; (K) 4368-4320; (O) 208; (P) 205; (AA) 337; (BB) 335; (DD & EE) 316.

1919 (H-2) (H-2) (A) 4320-435; (B) 3120-3191; (D) Br, 309NX; (E) 306NX; (G & H) Br

BEST TRACT—1919 (A-60)—(D) Tim, 6553-6520; (E) 6554-6520; (Ee) 6564-6520; (Ee) 6554-6520; (EE) 6554-6520; (EE) 6554-6520; (EE) 6554-6520; (EE) 6554-6520; (EE) 6554-6520.

BETHLEHEM—1916 (A-1-1½ Ton)—(D) Bower, 3762T; (E) Bower, 3362T.

1917-18 (Mod. A & D)—(A) Bock, 308; (B) Bock, 307; (D) Bower, 309N; (E) Bower, 307N (G) Hy, 26219; (H) 208; (J) 306; (K) 406; (O) 205; (AA) 208; (BB) 307.

1917-18 (Mod. B)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower, 4554T (G) Hy, 26084; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; (DD & EE) 306.

305. 1918 (Mod. E)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 4553T; (E) Bower, 3550T; (G) Hy, 26084; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; (DD & EE) 305 1918 (Mod. F)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower, 4554T; (C) Hy, 26084; (H) Hy, 26085; (J) 307; (K) 407; (N) 309; (O) 205; (AA) 308; (BB) 307; (DD &

Hy, 26084; (H) Hy, 26085; (J) 307; (K) 407; (N) 309; (O) 200; (AA) 300, (BB) 307, (AB) 308; (BB) 307, (BB) 307, (BB) 307, (BB) 309; (AA) 308, (BB) 307, (BB) 307DR; (J) 307DR; (K) 407; (O) 205; (Prop. Shaft Brg.) 309; (AA) 308; (BB) 307; (Internal Pinion Brg.) 407.

1919 (F 3½)—(A) 306DR; (B, J & BB) 307DR; (G) Hy, 26084; (H) Hy, 26085; (K) 407; (O) 205; (AA) 208DR; (Internal Pinion Brg.) 407; (GG) Hy, 29097,

1919 (D 1½-Ton)—(A) 310DR; (B) 308DR; (H) 208DR; (J) 306DR; (K) 406; (O) 205; (Prop. Shaft Brg.) 309; (AA) 308; (BB) 307; (DD & EE) 305; (Internal Pinion Brg.) 406.

1920 (½-Ton)—(A) Bower, N308-108; (B) Bower, N307-107; (G) Hy, 26219; (GG) Hy, 29095; (GG) Hy, 29095.

1920 (1½-Ton)—(A) Bower, N310-110; (B) Bower, N308-108; (G) Hy, 26084; (H) Hy, 26085; (GG) Hy, 29097.

1920 (3½-Ton)—(A) Bower, N310-110; (B) Bower, N308-108; (G) Hy, 26084; (H) Hy, 26085; (GG) Hy, 29097.

26085; (GG) Hy, 29097.

BETZ—1920 (D-2)—(A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (AA) 344-3320; (BB) 339-333; (DD & EE) 319-313.

1920 (D-3)—(A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (AA) 344-3320; (BB) 339-333; (DD & EE) 319-313.

BIDDLE—1916-17 (F) Hy, 6681; (G & H) Hy, 26252.
1916-17 (D)—(D) Hy, 16681; (E) Hy, 26252; (G & H) Hy, 26056; (J) 307RT; (K) 407RT; (AA) 211; (BB) 307; (DD & EE) 306.
1916-17 (H)—(A) 339-3320 Tim.; (B) Tim, 237-2330.
1918 (H)—(D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

BIMEL—1916 (Mod. B & C)—(F, G, & H) 208; (J) 306; (AA) 207; (BB) 305. 1917 (Mod. D)—(F, G & H) 209; (J) 307; (Q) 205; (AA) 207; (BB) 305.

BLAIR—1916-17 (Mod. C)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B-3320. 1916-17 (Mod. D)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320. 1916-17 (Mod. E)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Tim, 5354B-5320.

BOLLSTROM—1920 (A-20)—(A) Hy, 26662; (B) 308DR; (D) Hy, 26662; (E) 308DR; (G & H) Hy, 26057; (I) 709; (J) 307DR; (K) Hy, 2677; (O) 305; (Q) 210DR; (AA) 1209-1309; (BB) 1309; (CC & FF) Hy, 18145; (DD) 1306; (EE) 1307.

1921 (B-21)—(A & D) Hy, 26662; (B) 308DR; (C) 308DR; (G & H) Hy, 26057; (I) 709; (J) 307DR; (K) Hy, 26777; (O) 205; (B) 308DR; (G & H) Hy, 26067; (I) 709; (J) 307DR; (K) Hy, 26777; (O) 205; (P) 308; (Q) 910; (AA) 1209-1309; (BB) 1309; (CC & FF) Hy, 18145; (DD) 1306; (EE) 1307.

BOUR-DAVIS—1916-17-18—(F) Hy, 16779; (G & H) Hy, 26056; (J) 0208; (K) 0408 (Q) 205; (AA) 208; (BB) 307. 1919 (18B)—(D) Hy, 16779; (E) Hy, 26056. 1920 (20-21)—(A) Br, 336TXL; (B) Br, 236TXL; (D) Hy, 16679; (E) Hy, 26056; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883; (GG) Hy, 29097. 1920-21 (21-S)—(A) Br, 419TX; (B) Br, 257TX; (F) 311DR; (G & H) Tim, 385-383; (J) 308DR; (K) Hy, 56654.

BOURNE MACNETIC—1918 (VM)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) 341B-3320; (D & E) Tim, 5558-5520; (G & H) 559e-552; (J & K) 539e-532.

1918 (XM)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) 443B-4320; (D) Tim, 6552-6521; (E) 5755-5720; (G & H) Tim, 5756-5720; (J) 559e-552; (K) 6359-6320.

BOWLING GREEN—1918 (V)—(A) Tim, 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) Tim, 3762-3720; (G) 559e-552; (H) 456e-454; (J & K) 539e-532.

BREWSTER—1916-17 (Brewster-Knight)—(A) Tim, 415-412; (B) Tim, 316-312; (D) Tim, 395-3920; (E) Tim, 397-394; (AA) 211R. T. Gurney; (BB) 209R. Gurney. 1918-20 (Knight)—(A) 415-412; (B) 316-312; (D) 395-3920; (E) 397-394.

BRIDGEPORT-1920 (1½-Ton)-(CC & FF) Hy, 26839; (GG) Hy, 29097.

BRIGGS-DETROITER—1915 (Mod. C)—(F) 310; (G & H) 209; (J) 306; (K) 407; (Q) 304; (W & X) 311; (AA) 308; (BB) 306; (DD & EE) 305. 1915 (Mod. 8-D)—(F) 310; (G & H) 209; (J) 306; (K) 407; (O) 304; (Q) 304; (AA) 208; (BB) 306; (DD & EE) 305.

(BB) 306; (DD & EE) 305.

BRISCOE—1915 (Mod. 5-'5)—(F) Hy, 16712; (G & H) Hy, 16711; (I) 2½ 0. D. x 1½ 1. D. x. 686 ball brg.; (K) Hy, 16494; (O) Bantam Special; (Q) 2% 0. D. x 1½ 1. D. x. 686 ball brg.; (K) Hy, 16494; (O) Bantam Special; (Q) 2% 0. D. x 1½ 1. D. x. ½; (AA) 208; (BB) 308; (LL) ½ Steel Ball. 1916 (Mod. 4-38)—(D & E D 208); (G & H) Hy, 26253; (J) 0208; (K) 0308; (Q) Pr. St. Mfg. Co. No. 502½; (LL) ½ Steel Ball. 1916 (Mod. 8-38)—(G & H) Hy, 26253; (O) Bantam "Marco"; (Q) Pr. St. Mfg. Co. No. 520½; (LL) ½ Steel Ball. 1916-17-18-19 (Mod. 4-24)—(F) Hy, 16218; (G & H) Hy, 26231; (O) Bantam "Special;" (Q) 12244; (AA) 208; (BB) 206; (LL) ½ Steel Ball. 1919 (4-24)—(F) Hy, 16218; (G & H) Hy, 26231; (J) 342-3320; (K) 338-3320; (Q) A1224; (AA) 208. 1920-21 (4-34)—(F) Hy, 16218; (G & H) Hy, 26401; (J) 305DR; (K) 405; (AA) 208. 1920 (T-34)—(A) Tim, 435-4320; (B) Tim, 3191-3120.

BRISCOE & STAHL-1920-(A & B) Br, 317TX; (D & E) Br, 208AX

BROCKWAY—1916 (Mod. K)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-552; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1917 (J-3-1½ Ton)—(A) Bower, 310N; (B) Bower, 307N.

1918 (K-3-2 Ton)—(A) Bower, 310N; (B) Bower, 309N; (D) 314NDT.

1918 (R-3½ Ton)—(A) Bower, 313N; (B) Bower, 312N; (D) Bower, 317NDT.

1919-20-21 (S2, S3, 1½ Ton)—(A) Bk, N308-108; (B) Bk. N307-107; (F) 311DR; (G & H)

215DR; (J) 407; (K) 408DR; (N) SKF407; (O) 205; (P) Tim, 277-274; (Q) 209; (BB) Tim, 339-333; (CC) Tim, 235; (DD & EE) 306; (GG) C-600; (KK) Gemner, 10115; (LL) Gemner, 11127.

11127.

1919 (K-3)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) 5553-5520; (G & H) Tim, 559e-552; (J & K) Tim, 539e-532; (O) 205; (P) 208; (Q) 209; (AA) Tim, 415-412; (BB, DD & EE) Tim, 335-3320; (CC) Tim, 257; (GG) C-600; (KK) Gemner, 10115; (LL) Gemner 11127.

11127.

1919 (R)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (D) Tim, 6552-6521; (E) Tim, 5755-5720; (G & H) 5756-5720; (J) Tim, 559c-552; (K) 6375E-6320C; (O) 205; (P) 208; (Q) 209; (AA) Tim, 415-412; (BB, DD & EE) 335-3320; (CC) 257; (GG) C-600; (KK) Gemner, 7192.

1919-20 (T)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) 780-772; (E) Tim, 6552-6521; (G & H) 780-772; (J & K) Tim, 6375E-6320C; (O) 205; (P) 208; (Q) 209; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (CC) 335; (DD & EE) 415-412; (GG) C-879; (KK) Gemner, 8145; (LL) Gemner, 8108.

1920 (K-4)—(A) Tim, 4558-4520; (BB) Tim, 3360-3320; (D & E) Tim, 5557-5520; (G & H) Tim, 559-552; (J) Tim, 539E-552; (K) Tim, 5578E-5521; (O) 205; (P) 208; (Q) 209; (AA) Tim, 337-3330; (BB) Tim, 339-333; (CC) Tim, 306; (DD & EE) Tim, 319-313; (GG) C-600; (KK) Gemner, 10115; (LL) Gemner, 11127.

1920 (R-2)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (D) Tim, 6552-6521; (E) Tim, 5755-5720; (G & H) Tim, 5756-5720; (G & H) Tim, 5756-5720; (G & H) Tim, 5756-5720; (J) Tim, 536-3320; (BB) Tim, 337-333; (CC) Tim, 306; (DD & EE) Tim, 339-333; (GG) C-600; (KK) Gemner, 7194; (LL) Gemner, 7192.

BUFFALO—1915 (Mod 36)—Tim Bress: (A) 419-412; (B) 316-312; (C) 2650; (D) 2650; (D) 2650; (D) 2651.

BUFFALO—1915 (Mod. 36)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

E) 503-303; (G) 373-3729; (H) 430-4520; (J) 317-312; (K) 440-4320.

BUICK—1915 (Mod. 24 & 25)—(F) Hy, 16691; (G) Hy, 26062; (AA) 208; (BB) 307.

1915 (6-C-55, 35 & 37)—(F) 312; Hy, 16692; (G & H) 211; Hy, 26059; (J) 307; (K) 407; (AA) 210; (BB) 307.

(Mod. E-37, 35 & E4)—(J) 306; (K) 307; (BB) 306.

1916 (Mod. 45)—(G & H) Tim. Brgs., 366-363.

1916 (Mod. D-34, 35)—(J) D. R. 306; (K) 307.

1916—(F) 310; (G & H) 210; (J) 307; (K) 407; (BB) 307.

1916—(F) 310; (G & H) 210; (J) 307; (K) 407; (BB) 307.

1916 (D54-55)—(F) 312; (G & H) 211; (J) 308; (K) 408; (AA) 210; (BB) 307.

1916 (1,500-lb. Truck)—(J) 307; (K) 1407; (AA) 208; (BB) 307.

1917 (Mod. D-35)—(F) Hy, 26394; (G & H) Hy, 26223; (J) 306; (K) 307; (AA) Hy, 16479; (BB) 306.

1917 (Mod. D-35)—(F) Hy, 20394; (G & F) Hy, 20223, (S) 500, (A) 501, (A) 511, (G & H) (BB) 306.

1917 (Mod. E-49 & Large 6)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 311; (G & H) Tim, 377-3720; (J) 307; (K) 407; (AA) 209; (BB) 307.

1917 (Mod. E-45 & Medium 6)—(A) Tim, 275-2720; (B) Tim, 236-2330; (F) 310; (G & H) Tim, 366-363; (J) 307; (K) 407; (AA) 209; (BB) 307.

1918 (Mod. E-34-5)—(F) Hy, 26394; (G & H) Hy, 26223; (J) 306; (K) 307; (BB) 307; (AA) Hy, 16479

1918 (Mod. E-34-5)—(F) Hy, 26394; (G & H) Hy, 26223; (J) 300; (K) 307, (BB) 307, Hy, 16479.
1918 (Mod. E44-45)—(F) 310; (J) 307; (K) 407; (BB) 307.
1918 (Mod. E49-50)—(F) 311; (J) 307; (K) 407; (BB) 307.
1919 (H-44-45-(6)—(F) 310DR; (J & BB) 307DR; (K) 407; (AA) 209DR.
1919 (H-44-7)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 310DR; (G & H) Tim, 377-3720; (J & BB) 307DR; (K) 407; (AA) 209DR.
1919 (H-49)—(F) 311DR; (J & BB) 307DR; (K) 407; (AA) 209DR.
1919 (H-50)—(A) Tim, 275-2720; (B) Tim, 236-2330; (F) 311DR; (G & H) Tim, 366-363; (J & BB) 307DR; (K) 407; (AA) 209DR.
1920 (K-47, 49)—(F) 310DR; (J & BB) 307DR; (K) 407; (AA) 209DR.
1920 (K-47, 49)—(F) 310DR; (J & BB) 307DR; (K) 407; (AA) 209DR.
1920 (Med. 6)—(G & H) Tim, 377-3720.

RURFORD—1915-16-17-17 (O-3-2 Ton)—(A) Bower, 311A; (B) Bower, 410NDT; (D)

BURFORD—1915-16-17-17 (O-3-2 Ton)—(A) Bower, 311A; (B) Bower, 410NDT; (D) Bower, 411NDT; (E) Bower, 308NDT.

CADILLAC—1913 (Pleas.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.

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CADILLAC—(Cont.)

1912—(DD & EE) 306.

1914 (Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-4520; (H) Tim, 559-552; (J) Tim, 445-4320; (K) Tim, 457-454; (N) Tim, 598-592; (O) 206; (BB) 406; (DD & EE) 306.

1915 (Type 5" 8-Cyl. Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 462-454; (H) Tim, 559T-552; (J) Tim, 415T-412A; (K) Tim, 461T-454; (O) 206; (BB) 407; (DD & EE) 307.

1916 (Type 53 Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 462T-454; (H) Tim, 559T-552; (J) Tim, 415T-412A; (K) Tim, 461T-454; (O) 206; (BB) 407; (DD & EE) 307.
          (BB) 407; (DD & EE) 307; (GG) 205.

1917 (Type 55 Pleas.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462T-454; (H) 559T-552; (J) 415-412; (K) 462T-454.

1918 (57)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) 462T-454; (H) 559T-552; (J) 415-414; (K) 456-454; (CC) Hy, 16942; (DD & EE) Hy, 17989.

1919-20 (59)—Tim. Brgs. from A-K.—(A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (C) 462T-454. (H) 559T-552; (D) 2000 (E) 375-3720; (C) 462T-454. (H) 559T-552; (D) 2000 (E) 375-3720; (C) 462T-454. (H) 559T-552; (D) 2000 (E) 375-3720; (E) 462T-454. (H) 559T-552; (E) 2000 (E) 375-3720; (E) 462T-454. (E) 475-4720; (E) 475-47
                    1919-20 (59)—Tim. Brgs. from A-K.—(A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462T-454; (H) 559T-552; (J) 461T-454; (K) 415T-412A; (O) 206; (AA) 309; (BB) 407.
1920 (57)—(CC) Hy, 16942; (DD & EE) Hy, 17989.
   CAMPBELL—1918—(G & H) Hy, 26216.
CARNATION—1914—(F) Hy, 16042; (G & H) Hy, 26069.
          CARROLL—1920—(A) Tim, 336-3320; (B) Tim, 236-2320; (F) 310DR; (G & H) 366-363, 1921—(A) Br, 419TX; (B) Br, 257TX; (F) 311DR; (G & H) Tim, 385-383; (J) 308DR (K) Hy, 56654.
       CARROLL-1920-
     CARTER CAR-1915 (Mod. 9C)-(F) 309
 CASE—1915 (Mod. R)—(A) Tim, 339-333; (B) Tim, 235-2330; (D & E) Hy; (G & H) Hy; (J) 308; (K) 405; (AA) Tim, 336-333; (BB) 346-333; (DD & EE) Tim, 237-233.

1914 (Mod. S)—(F) 311; (G & H) Hy; (J) 307; (K) 407; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 257-2520.

1915—(A) Tim, 339-333; (B) Tim, 235-2330; (AA) Tim, 336-333; (BB) Tim, 346-333; (DD & EE) Tim, 237-233.

1914-15 (Mod. O-40)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) Tim, 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (A) Ann, 1205; (AA, BB, DD & EE) 335-3320.
            1915 (Mod. S-35)—Tim. Brgs. (G & H) Hy, 26056; (AA) 337-3320; (BB) 335-3320; (DD) 316-312.
       316-312.

1915 (R-15 or 25-1916T)—(F) Hy, 16675; (G) Hy, 26056; (H) 26083.

1915 (R-15 or 25)—(F) Hy, 16675; (G) Hy, 26056; (H) 26083.

1915 (R-15 or 25)—(F) Hy, 16675; (G) Hy, 26059; (H) Hy, 16232.

1916 (Mod. T)—(A) Tim, 339-333; (B) Tim, 346-333; (DD & EE) Tim, 237-233.

1915-17 (25 H. P. 4-Cyl.)—Tim. Brgs.; (A) 339-333; (B) 235-330; (AA) 336-333; (BB) 346-333; (DD & EE) 237-233.

1917 (Mod. T)—(A) Tim, 339-333; (B) Tim, 235-2330; (F) Hy, 16681; (G & H) Hy, 26056; (J) 208RT; (K) 407RT; (AA) Tim, 336-333; (BB) 346-333.

1918 (Wod. 25), 1916 (Mod. T), 1917 (Mod. T-17)—(O) 5305; (P) 5209.

1918 (U 6-Cyl.)—(A) Bock, 418; (B) Bock, 258; (D, E, G & H) Bock, 375; (J) Bock, 335; (K) Bock, 418; (AA) 210; (BB) 307; (DD) 305; (EE) 306.

CASE—1920-21 (V)—(A) Bk, 418-41; (B) Bk, 257-25; (D, E, G & H) Bk, 375-27; (D) Bc.
   CASE—1920-21 (V)—(A) Bk, 418-41; (B) Bk, 257-25; (D, E, G & H) Bk, 375-37; (J) Bk 335-33; (K) Bk, 449-43; (O) 205; (P) 308; (BB) 307; (DD) 305; (EE) 306.
   CHALMERS—1915 (Mod. 29)—Tim. Brgs., (A) 444-4320; (B) 316-312; (C) 3653B-3620; (D, E & G) 375-3720; (H) 455-453; (J) 337-3320; (K) 4367-4320; (AA) Hy, 16589; (BB) Hy, 16588; (DD & EE) Hy, 16555.

1915 (Mod. 26-30, 6-48A-B-C)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3658B-3620; (D & E) 365-363; (G & H) 375-3720; (AA) Hy, 16498; (BB) Hy, 26601; (DD & EE) Hy, 16858.
 1915 (Mod. 26-30, 6-48A-B-C)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3658B-3620; (D & E) 365-363; (G & H) 375-3720; (AA) Hy, 16498; (BB) Hy, 26601; (DD & EE) Hy, 16555.

1915 (Mod. 32A, 6-40)—(A) Tim, 278-2730; (B) Tim, 258-253; (D & E) Hy, 16676; (G & H) 71 m, 335-383; (J) Hy, 16551; (AA) Hy, 26485; (BB) Hy, 26677.

1916 (Mod. 32B, 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375-3720; (J) 255-2520; (K) 417-412; (AA) Hy, 26485; (BB) Hy, 26677.

1916 (Mod. 5-15-35A, 6-30)—(A) Tim, 257-2520; (B) Tim, 235-2320; (D & E) Tim, 415T-412A; (G) Tim, 288-284; (H) Tim, 355-3520; (J) Tim, 343-3320; (K) Tim, 258-2520; (R) Hy, 17024; (AA) Hy, 16820; (BB) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.

1916 (Mod. 26)—(A) Tim, 418-412; (B) 315-312; (C) Tim, 3658B-3620; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (J) Hy, 16488; (AA) Hy, 16498; (BB) Hy, 26601; (DD & EE) Hy, 16555.

1917 (Mod. 6-35)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412a; (G) 288-284; (H) 355-3520; (J) 334-3320; (K) 258-2520; (AA) Hy, 17024; (BB) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.

1917 (Mod. 35C)—Tim. Brgs.; (A) 317-312; (B) 2382-2320; (D) 415T-412a; (G & H) 359-3520; (J) 257-2520; (K) 3381-3320.

1917-18-19 (6-30 5 Pass.)—(A) Tim. 317-312; (B) Tim. 2382-2320; (D) Tim, 415T-412a; (G & H) Tim, 350-3520; (J) Tim, 57-2520; (K) Tim, 3381-3320; (AA) Hy, 16820; (BB) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.

1917 (Large 6, 35B, 7-22 & 30)—(A) Tim, 37-3720; (K) Tim, 326-2330; (D) Tim, 415T-412a; (G & H) Tim, 355-3520; (J) Tim, 258-2520; (AA) Hy, 17024; (BB) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.

1917 (F-30 5 Pass.)—(A) Tim, 337-3320; (B) Tim, 236-2330; (D) Tim, 415T-412a; (D) Hy, 17799; (EE) Hy, 16506.

1917 (F-30 5 Pass.)—(A) Tim, 377-3720; (J) Tim, 258-250; (K) Tim, 378-320; (G) Tim, 415T-412a; (G) EH) Hy, 16506.

1917 (F-30 5 Pass.)—(A) Tim, 377-3720; (J) Tim, 257-2520; (K) Tim, 417-412; (B) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.

1917 (F-30 5 Pass.)—(A) Tim, 377-3720; (J) Tim, 257-2520; (K) Tim, 258-2520; (G)
1920—(AA) Hy, 47024; (BB) Hy, 16481; (CC) Hy, 16820; (DD) Hy, 17799; (EE) 16506.

CHANDLER—1914 (Mod. 15B)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (AA) 307; (BB) 307; (CC) 304; (DD & EE) 306.

1915 (Mod. 16)—(A) Tim. 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (AA) 208; (BB) 307; (DD) 305; (EE) 306.

1916 (Mod. 17)—(A) Tim. 337-3320; (B) Tim. 235-2320; (D & E) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 306.

1917 (Mod. 18)—(A) Tim. 337-3320; (B) Tim. 235-2320; (D & E) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (O) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305; (EE) 306.

1918 (Mod. 25)—(A) Tim. 337-3320; (B) Tim. 235-2320; (D & E) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305; (EE) 306.

1919—Same as 1918, except Main Shaft Front uses 308 instead of 210; (J) 207; (K) 40720-21—(A) Bk, 337-33; (B) Bk, 235-23; (F) 310; (G & H) 210; (J) 207; (K) 407DR; (O) 205; (P) 308; (Q & R) B. & B.; (S) 307; (DD) 305; (EE) 306.
 (O) 205; (P) 308; (Q & R) B. & B.; (S) 307; (DD) 305; (EE) 306.

CHASE (Truck)—1915 (Mod. O)—(A) 310; (B) 309; (F) 317; (G & H) 219; (I) Rh. 311 OD or SKF 918; (J) 409; (K) 410; (M) Rh. 310D; (O) 205; (Q) 209; (AA & BB) Tim, 357; (CC) 305; (DD & EE) Tim, 339; (GG) ND03.

1915 (Mod. R)—(D) 310; (E) 309; (G & H) 216; (M) Rh. 3107D; (O) 205; (Q) 209; (AA) Tim, 337; (BB) Tim, 335; (DD & EE) Tim, 316; (GG) ND03.

1915 (Mod. T)—(D & E) 311; (G & H) 215; (O) 205; (Q) 209; (AA) Tim, 277; (BB) Tim, 339; (DD & EE) Rh. 306A.

1916-17-18 (A I Ton)—(A) Bower, 308N; (B) Bower, 307N.

1916-17-18 (B 2½ Ton)—(A) Bower, 312N; (B) Bower, 311N.

1916-17-18 (X 3 Ton)—(A) Bower, 313; (B) Bower, 311N; (D & E) Bower, 317NDT.

"HEVROLET—1915 (Mods. H2, H2½)—(F) Hy, 16018; (G & H) Hy, 26062; (J) 0306; (K) 307; (AA) SR1209; (BB) SR1307; (CC) 307.

1915 (Light Six)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
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1915 (Mods. H2, H2½)—(J) 0306; (K) 307; (AA) SR1209; (BB) 307; (CC) 307.

1916 (Little Six)—(J & K) Hy, 2.3285" 0. D. x 3".

1917-18-19 (Mod. D)—(F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (L) 308; (AA) 207; (BB) 209; (CC) 307.

1918-19-20 (Mod. T)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 310; (G & H) ND. 0311; (J) 307; (L) 408; (N) 207; (BB) 307; (AA) 210.

1916 (Baby Grand Mod. H)—(F) Hy, 16018; (G & H) Hy, 26062; (J) ND. 0307; (K) ND. 0306; (AA) 207; (BB) 209; (CC) 307.

1917-18 (Baby Grand Mod. F, FA)—(F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (AA) 207; (CC) 307.

1916-17-18-19-20 (490)—(F) Hy, 16483; (G & H) Hy, 16221; (K) Hy, 26621; (O) Spec. 7 Balls %"; (AA) 207; (BB) 306.

1919 (Baby Grand Mod. FB)—(A) Nd.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (AA) 210; (CC) 307.

1920 (Baby Grand Mod. FB)—(A) ND.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 2683; (G & H) Hy, 16221.

1920 (490)—(D & E) Hy, 16483; (G & H) Hy, 16221.

1920 (490)—(D & E) Hy, 16483; (G & H) Hy, 16221; (J) Hy, 26221; (AA) 207; (BB) 306.

1920 (34 Ton)—(A) 14120-14273; (B) 09075-6-09194.

1920 (1½ Ton)—(A) 14120-14273; (B) 09075-6-09194.

1920 (1½ Ton)—(A) 17120-14273; (B) 09075-6-09194.

1920 (1½ Ton)—(A) 17130-14273; (B) 1712-14273; (D) 171
1021 (490)—(G & H) 209RT; (J) 305DR; (K) 307; (AA) 207; (BB) 306.
CHICAGO—1920 (C 1½ Ton)—(O) 205; (DD & EE) 306.
CLASSIC—1917—(D & E) Bower, 208A.

CLEVELAND—1920 (40)—Tim. Brgs. from A-K—(A) 2786-2720; (B) 1751-1730; (D) 415-412; (G & H) 377-3720; (J) 257-2520; (K) 3191-3120; (Q) Spec.; (AA) 207; (BB) 306.
CLYDESDALE—1918—(A) Br, 308AXL; (B) Br, 305AXL.
1920-21 (32X)—Bock Brgs. from A-K—(A) 435; (B) 316; (D & E) N211; (G & H) N212; (J & K) N309.
 COLE—1914-15 (4 & 6 Cyl.)—(O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.

1915 (4-40)—(A) Tim, 337-3320; (B) 236-2330; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.

1915 (6-5)—(O) 0305; (AA) 212; (BB) 307.

1916 (6-66)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 212; (BB) Ann, 307.

1916 (8-850)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412. Oa rear axle square type, use 416-412; and 258-2520 on pinion shaft front and rear.
   372; (J) 203-2503; (K) 417-12. On Fath and Segment Spring 
 COLEMAN—1916 (1 Ton)—(A) Bower, 308N; (B) Bower, 307N; (D & E) Bower, 312NDT; (AA) Hy, 27794; (BB) Hy, 36733; (DD & EE) Hy, 16516; (FF) Hy, 16948. 1916 (2 Ton)—(AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698. 1916 (3 Ton)—(AA) Hy, 27889; (BB) Hy, 27896; (DD & EE) Hy, 16748.
 1916 (3 16h) - (AA) Hy, 21655, (BB) Hy, 27650, (DB) & EE) Hy, 10745.

COLLIER—1918 (17)—(A) Br, 308AX; (B) Br, 305AXL.

1920 (18-19)—(A) Bk, 435; (B) Bk, 316; (E Axle Shaft) Tim, 6378-6320; (G & H) Tim, 477-473; (J) 450-453; (K) 539E-532; (P) 307DR; (AA) 208; (BB) 307; (DD) 304; (EE) 305.

1920 (21-22)—Tim Brgs, from A-K—(A) 4554-4500; (B) 3381-3320; (E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (P) 308DR; (AA) 304; (BB) 308; (DD & EE) 306.
COLUMBIA—1916-17-18—(O) 205.

1918 (E. T. 2 Ton)—(D) Bower, 5353T; (E) Bower, 4554T; (G) Hy, 26084; (H) Hy, 26085; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.

COLUMBIA (Of Pontiac, Mich.)—1919 (E)—(A) Tim, 3762-3720; (B) 3360-3320; (D) Br, 5553T; (E) Br, 4554T; (G) Hy, 26084; (H) Hy, 26085; (J) 307DR; (K) 407; (AA) Hy, 27794; (BB) Hy, 26733; (CC) Hy, 16949; (DD & EE) Hy, 16516; (FF) Hy, 16948; (GG) Hy, 29097.

1920 (G)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D) Br, 5553T; (E) Br, 4554T; (G) Hy, 26084; (H) Hy, 26084; (H) Hy, 26085; (J) 307DR; (K) 407; (O) 205; (AA & BB) 308; (DD) 305; (EE) 306.
COLUMBIA SIX—1919-20-21 (All Mod.)—(A) Tim, 317-312; (B) Tim, 2382-2330; (D & E) Tim, 415T-412A; (G & H) Tim, 3595-3320; (J & K) Tim, 3381-3320; (S) 307.
 COMET—1918 (C-50)—(F) Hy, 16691; (G & H) Hy, 26227; (AA) Hy, 27797; (BB & EE) Hy, 26972; (FF) Hy, 26956.

Hy, 26972; (FF) Hy, 26956.

1919 (C-52)—(A) Bk, 337-33; (B) Bk, 235-23; (G & H) Bk, 355-35; (J) 317-31; (K) Bk, 340-33; (GG) Hy, 29097.

1920 (C-53)—(A) Bk, 337-33; (B) Bk, 235-23; (G & H) Bk, 355-35; (J) Bk, 317-31; (K) Bk, 340-33; O) 205, (AA) 208; (BB) 207; (CC) Hy, 16828; (DD & EE) 305; (GG) Hy, 2907.

1921—(A) Bk, 337-33; (B) Bk, 235-23; (G & H) Bk, 355-35; (J) Bk, 317-31; (K) Bk, 340-33.
 COMMONWEALTH—1919-20 (41, 42)—(A) Br, 317TX; (B) Br, 235TX; (D & E) Br, 208AX; (G & H) Hy, 26216; (J) 306; (K) 307DR. Spec.; (O) 205; (P, also Shaft drive gear) 208; (BB) 305DR.
   COMMERCE—1916-17-18 (E 1-Ton)—(A) Bower, 308AL; (B) Bower, 305AL; (D) Bower, 309; (E) Bower, 306N, Jackshaft Bower, 306N, 1914-15-16-17 (1,500 lbs.)—(F) Hy, 16681; (G & H) Hy, 26056. 1919-20-21 (E-EP)—(A) Br, 419TX; (B) Br, 257TX; (D) Tim, 4559; (E) Tim, 3190; (G, H & J) Tim, 355; (K) Tim, 417; (AA) 308; (BB) 307; (DD & EE) 305. 1920-21 (T)—(A) Br, 419TX; (B) Br, 257TX; (F) 311DR; (G & H) Tim, 385; (J) 308DR; (K) Hy, 56654; (AA) 308; (BB) 307; (DD & EE) 305.
COMMERCIAL (Truck)—1912-13-14-15-16 (1/4-1/2 Ton)—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D, E, G & H) 365-363.
1912-13-14-15-16 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3680-3926; (E) 5550-5520; (E) 
      1913-14-15-16 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-
   5520.
1917 (Elec. ½ Ton)—Tim. Brgs.; (A) 3364-3320; (B) 2653-2620; (D & E) 365-363.
1917 (Elec. 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 5550-5520; (E) 3960-3920.
1917 (Elec. 2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6451-6420; (E) 5553-5520.
1917 (3½ & 5 Ton)—(A & D) Tim, 6451-6420; (B & E) Tim, 6354-6320.
1917 (3½ & 5 Ton)—(A & D) Tim, 6451-6420; (B & E) Tim, 6354-6320.

CONCORD—(Abbott-Downing) 1916—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1919 (A 1½ Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-5520; (G & H) 559C-552; (J & K) 539D-532; (Q) 209; (S) 205; (AA) Tim, 337; (BB) Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 316; (GG) Oakes Ball.

1919 (B 2½-Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) Tim, 539D-532; (N) SKF, 2307; (Q) 209; (S) 1205; (AA) Tim, 337; (BB) Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 335; (GG) Oakes Ball.

1920 (A 1½-Ton)—Tim. Brgs. from A-K on all models)—(A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G & H) 477-473; (I) 539E-532; (J) 456-453; (K) 539E-532; (O) SKF, 205; (P) 344; (Q) 109; (BB) 339; (CC) 306; (DD & EE) 319.

1920 (B 2½-Ton)—(A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) SKF, 205; (P) 357; (Q) 109; (BB) 357; (CC) 306; (DD & EE) 339.

CONESTOGA—1918 (200)—(A) Tim. 6485-6481; (R) 6484-6480; (D & E) Hy, 16881; (C. & H)
   CONESTOGA—1918 (200)—(A) Tim, 6485-6481; (B) 6484-6480; (D & E) Hy, 16681; (G & H) Hy, 26056; (J) 208; (K) 407.
1919 (12)—(A) Tim, 3381-3320; (B) 2382-2320; (D) 420-413; (E) Tim, 319-313; (G & H) 276-2720; (J) 275-2720; (K) 335-3320.
1919 (1 Ton)—(F) 311RT; (G & H) 212RT; (J) 407; (K) 407RT; (O) 205; (AA & BB) 307; (DD) 305; (EE) 306.
1919 (2 Ton)—(F, G & H) 311RT; (J) 309; (K) 409RT; (AA & BB) 307; (DD) 305; (EE)
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CONESTOGA—Continued
1920 (1 Ton)—(GG) Hy, 29097.
1920 (¾ Ton)—(A) 435; (B) 316.
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CONSOLIDATED CAR CO.—1917 (6-44)—(A) Br, 308AXL; (B) Br, 305AXL; (F) Hy 16779; (G & H) Hy, 26056; (J) 2º8; (K) 407RT.

CONTINENTAL—1919-20-21 (K, L, M-K, M, N, P)—(G & H) Tim, 5567-5500; (AA-Outer) 456-45; (AA-Inner) 559-55; (DD & EE) 415-41.

CORBITT—1916-17 (Mods. F, 1-1½-2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 316-312.

1917-18 (A-3½ Ton)—(D & E) Bower, 317NDT.

1917-18 (B-2½ Ton)—(D & E) Bower, 319NDT.

1918 (AA-5 Ton)—(D & E) Bower, 319NDT.

1919 (E-1 Ton)—(A) 308DR; (B) 307DR; (F) 311DR; (G & H) 215DR; (J) 407; (K) 410.

1919 (D-1½ Ton)—(A) 309DR; (B) 308DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410.

1919 (C-2, B-2½)—(A) 310DR; (B) 309DR; (F) 314DR; (G & H) 217DR; (J & K) 408.

1919 (A-3½ Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 220DR; (J) 409; (K) 413.

1919 (AA-5 Ton)—(A) 312DR; (B) 311DR; (F) 319DR; (G & H) 220DR; (J) 407; (K) 414; (O) 205.

1920 (C-2 Ton)—(AA) Tim, 277-274; (BB) Tim, 339-333; (GG) Hy, 29095. 1920 (C-2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 316-312; (GG) Hy,

1920 (B-1½, A-3½ Ton)—(AA & BB) Tim, 357-353; (DD & EE) Tim, 339-333; (GG) Hy

1920 (AA-5 Ton)—(AA & BB) Tim, 439-4320; (DD & EE) Tim, 415-412; (GG) Hy, 18130

CORNELIAN—1915 (Sp. Racer)—(A) 305; (B) 304; (D) 308; (E) 207; (G) 208; (H) 208; (J) 0307; (K) 0407; (AA) 305. 1915 (Lt. Car)—(A & B) 205; (D) 0209; (E) 0212; (G & H) 0208; (J) 0307; (K) 0407; (AA)

COWLES-McDOWELL—1915 (Mod. 6-30)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann, 205.

CRAWFORD—1915 (Mod. 6-35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 439T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 339-333; (B) 277-274.

1916 (3 Ton)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; (DD & EE) Tim, 316-312.

1916 (1½ & 2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) Tim, 316-312.

1916 (Mod. 6-35)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 435T-4320; (G & H) 375-3720; (J) 415T-412; (K) 258-2520; (AA) 277-274; (BB) 339-333.

1917 (Mod. 30-40)—Tim. Brgs.; (A) 355-3520; (B) 316-312; (D) 456-4520; (E, G & H) 375-3720; (J) 335-3320; (K) 435-4320; (AA) 336-3320; (BB) 375-3720; (DD & EE) 316-312.

1919—Tim. Brgs. from A-K on all models—(A) 415T-412A; (B) 2382-2330; (D & E) 435T-4320 (G & N) 375-3720; (J) 455-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412.

1919 (2 Ton)—(A) 4554-4520; (B) 3381-3320; (G) 375-3720; (H) 3762-3720; (J) 335-3320

1919 (2 10n)—(A) 4554-4520; (B) 5551-552; (C) 515-552; (C) 475-5720; (J) 3196-3120; (K) 4368-4320. 1920—(A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) 277-274; (BB) 339-333. 1920 (2 70n)—(A) 4554-4520; (B) 3381-3320; (G) 3762-3720; (H) 375-3720; (J) 335-3320; (G) 3762-3720; (H) 375-3720; (J) 335-3320;

(K) 4368-4320. 1921—(A) 415-4 (K) 439T-432; (A) 2382-2330; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312 (K) 439T-432; (AA) 277-274; (BB) 339-333.

(K) 4391-432; (AA) 217-214; (BD) 539-535.

CROCE (Truck)—1916 (750 lbs.)—Tim. Brgs.; (A) 339-333; (B) 255-2530; (D, E, G & H) 375-3720; (J) 255-2530; (K) 417-412; (AA) 337-3320; (B) 415-412; (DD & EE) 335-3320.

1916 (½ Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320.

1917 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-4520; (E) 3762-3720; (G) 5590-552; (H) 456C-454; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.

1917 (2½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 440-4320; (C) 443-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.

CROW-ELKART—1915 (Mod. E-25)—(D & E) 208; (G & H) Hy, 26216; (AA) Hy, 26518 (BB) Hy, 26737 (DD & EE) Hy, 16517.

1915 (E-55) (F) Hy, 16681 (G & H) Hy, 26056; (AA) Hy, 27788; (BB) Hy, 26728; (DD & EE) Hy, 16506.

1916 (Mod. C-30)—(G & H) Hy, 26216; (AA) Hy, 26518; (BB) Hy, 26737; (DD & EE) Hy, 16517; (O) 306.

1917 (Crow-Elkart)—(D & E) Bower, 208; (G & H) Hy; (J) 0208; (K) 0406; (Q) 306.

1918—(G & H)—Hy, 26216; (AA) Hy, 27797; (BB) Hy, 27899.

1919-20 (H)—(A) Tim, 317-312; (B) Tim. 235-2330; (D & E) Tim, 277-274; (G & H) Hy, 26216; (AA)—Hy, 27797.

1919-20 (H)—(A) Tim, 317-312; (B) 11m. 235-2350; (D & E) 11m, 217-214; (G & FI) Hy, 26216; (AA)—Hy, 27797.

CUNNINGHAM—1910 (Amb.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.

1911 (Pleas.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.

1912 (Amb. J.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.

1912-13 (Pleas. J.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.

1913 (Amb.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (A) 273-2720; (G) 456-4520; (H) 559-552; (J) 439-4320; (C) 3650-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 311; (BB) Ann, 409; (DD & EE) Ann, 307.

1914 (Amb. & Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D) Tim, 462-4520; (E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) 539-532; (AA) Ann, 311; (BB) Ann, 409; (DD & EE) Ann, 307.

1914 (Amb. & Pleas.)—(A) Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) Ann, 409; (DD & E) 4320; (K) 539-532; (D) Ann, 311; (BB) Ann, 409; (DD & EE) Ann, 307.

1914 (Amb. & Pleas.)—(A) Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 456-454; (H) Tim, 559-552; (J) 439-4320; (K) 539-532; (D) Ann, 311; (BB) Ann, 409; (DD & EE) Ann, 307.

1915 (L) 470-1100; S-U-V-V-1100; Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) Ann, 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (BG, DD & EE) 5335-3320; (BG, S39-532); (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (H) 5755-5720; (G) 5850-552; (N) AA & BB) 440-4320; (DD & EE) 415-412.

1915 (L 3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 434-4320; (D) 6552-652

415-412. 1915 (J ½, 1, 2, 3 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G) 559C-552; (H) 559-552; (J & K) 539-532; (N, BB, DD & EE) 335-3720

(AA) 337-3320. 1916 (J-1)—Tim. Brgs., (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-452; (J & K) 539C-532; (AA) 277-274; (BB) 339-333. 1916 (J-A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 357-353; (BB) 339-333. 1916-17 (J 3, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 341B-3320; (D & E) 5553-5520; (G & H) 5593-552; (J & K) 539C-552; (BB, DD & EE) 335-3320; (AA) 337-3320

d. L)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521 -5720; (G) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (DD & EE) 339

3320.

1917 (J-4 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (N) 335-3320; (A) 277-274; (BE) 339-333.

1917 (J-5 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BE) 339-333.

1917 (L 3½ Ton)—Tim. Brgs.; )A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (N) 440-4320; (AA & BB) 357-353; (DD & EE) 339-333.

1917 (R 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5321; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (Dr & EE)

415-412.

1920 (V4-1)—(A) Tim. 419-412; (B) Tim. 316-312; (C) Tim. 3656B-3620; (D & E) 375-3720; (G) 462-454; (H) 559-552; (J) Tim. 439-432; (K) Tim. 539-532, (S) 205; (AA) 337; (BB) 335; (CC) 257 cone; (DD & EE) 307.

1921 (V4-2)—(A) Tim. 316-312; (B) Tim. 438-4320; (C) 1106F; (D & E) Tim. 375-3720; (G) Tim. 462-454; (H) Tim. 559-552; (J) Tim. 439-432; (K) Tim. 539-532; (S) 205; (AA & BB) Tim. 357-353; (CC) Tim. 14118; (DD & EE) 307.

DANIELS—1917 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) Ann, 205; (AA) 277-274; (BB) 339-333; (DD & EE) Ann. 306.

DANIELS 8—1919-20-21 (D-19)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462-454; (H) 559-552; (J) 439-432; (K) 539-532; (O) 305; (P) 308; (Q) 209; (AA) 308 & 305; (BB) 308; (CC) 305; (DD) 306; (EE) 307; (GG) 303 & 304.

(Q) 209; (AA) 308 & 305; (BB) 308; (CC) 305; (DD) 306; (EE) 307; (GG) 303 & 304.

DART—1916-17-18 (Mod. E)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539-C-532.

1914 (1 Ton)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 310N; (E) Bower, 309N.

1914 1000 lbs.)—(F) Hy, 16792; (G & H) Hy, 26056; (AA) Hy, 26518.

1916-17-18 (Mod. CC)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916-17 (Mods. AA & BB)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.

1918-19 (Mod. E)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1918-19 (Mod. E)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 5750-552; (J & K) 539C-532.

1918-19 (Mod. L)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 5756-5720; (J) 590C-552; (K) 6339-6320.

1919-20 (L 3½ Ton)—(CC) Hy, 27988; (GG) Hy, 29097.

1920 (M 2½ Ton)—(A) Tim. 435-4220; (B) Tim. 3191-3120.

DAVIS—1915 (Mod. 38A. B)—(J) 307: (O) 205: (AA) 211: (BB) 307

1920 (M 2½ Ton)—(A) Tim, 435-4220; (B) Tim, 3191-3120.

DAVIS—1915 (Mod. 38A, B)—(J) 307; (Q) 205; (AA) 211; (BB) 307.

1915 (Mod. 38A, B)—(T) 410; (U) 310.

1915 (Mod. 38A, B)—(T) 410; (U) 310.

1915 (Mods. 40, 6-50)—(F) 311; (J) 308 x 1¾ "; (Q) 205; (AA) 211; (BB) 307 (DD & EE) 306.

1916-17 (Mods. 6-G, 6-E, 6-F)—(F) 310; (Q) 205; (AA) 210; (BB) 307.

1916 (Mod. 6-50)—(F) 311; (J) 407; (Q) 205; (AA) 211; (BB) 307. (DD & EE) 306.

1916 (38C)—(F) Hy, 16691; (G & H) Hy, 26486; (DD & EE) Hy, 17799.

1918 (Mods. 6J, 6H)—(F) Hy, 16692; (G & H) Hy, 26486; (AA) 210; (BB) 307.

1919 (H, I, N, P)—(D) Hy, 16692; (E) Hy, 26486.

1919 (A-9W, Small 6)—(A) Tim, 317-312; (B) Tim, 2687-2620; (D & E) 415T-412A; (G & H) 359S-3520; (J) Tim, 2785-2720; (K) Tim, 3381-3320.

1919 (S1)—(A) Tim, 336-3320; (B) Tim, 236-2320; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883.

1920 (S1)—(A) Tim, 317-312; (B) Tim, 2687-2620; (D & 415T-412A; (G & H) Tim, 359T-3520; (J) 2785-2720; (K) Tim, 3381-3320.

DAVEL DER —1917-18 (L ¾ Ton)—(A) Bower 308N; (B) Bower 307N; (D & E) Reserved.

DAY-ELDER—1917-18 (J ¾ Ton)—(A) Bower, 308N; (B) Bower, 307N; (D & E) Bower 311NDT.

1918 (Mods. A, B & D)—(A) Tim, 435-4320; (B) Tim, 3191-3120; Bower, 316T; (D & E) U. S. 311 on axles above 8373; No. 212 on axles 8002 to 8373; (G & H) Hayes 7060 on axles 8002 to 8173; U. S. 311 on axles above 8173; (J) Bock N417 on axles 8002 to 8768; U. S. 407 used on axles above 8768; (K) Bock N407 on axles 8002 to 8763; U. S. 407 above 8763; (AA) Hy, 1797; (BB) 307; (DD & EE) Hy, 16972. U. S. 5314; (J & K) U. S. 5411; (AA) Hy, 17026; (BB) 308; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1918 (Mod. E)—(A) 312; (B) 311; (D & E) 319 D. R.; (G & H) 219 S. R. or SKF, 918; (J) 410 S. R.; (K) SK.F 3110-D; (AA) Tim, 439T; (BB) Tim, 435T; (DD & EE) 415T-412.

1919 (Mod. A, B & D)—(AA) Hy, 27797.

1919 (C 2½-3 Ton)—(AA) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1919 (AB) (FF) 210.

1919 (D)—(A) Bk, 435; (B) Bk, 316; (F) 311; (G & H) 213; (J) & K) 407; (N) 307; (Reverse Int. Gear) 210DR; (O) 205; (AA) 209; (BB) 307DR; (CC) Hy, 16972; (DD & EE) 306; (FF) 210.

1919 (D)—(A) Bk, 435; (B) Bk, 316; (F) 311; (G & H) 213; (J) 309; (K) 409DR; (N) 307; (Reverse Int. Gear) 210; (O) 205; (AA) 212; (BB) 308DR; (CC) Hy, 16820; (DD & EE) 308; (FF) 210.

1919 (C)—(A) Tim, 4554-4520; (B) Tim, 3360-3320; (F) 215DR; (G & H) 214 (J) 310; (K) 410DR; (N) 307; (Reverse Int. Gear) 210; (O) 205; (AA) 212; (BB) 308 DR; (CC) Hy, 16820; (DD & EE) 308; (FF) 210.

1919 (F)—(A) Tim, 4554-4520; (B) Tim, 3360-3320; (F) 215DR; (G & H) 214 (J) 311; (K) 410DR; (N) 307; (Reverse Int. Gear) 7 Im, 335; (O) 205; (AA) 212; (BB) 308 DR; (CC) Hy, 16820; (DD & EE) 308; (FF) 210.

1919 (F)—(A) Tim, 4554-4520; (B) Tim, 3360-3320; (F) 215DR; (G & H) 215; (J) 311; (K) 410DR; (N) 311; (Reverse Int. Gear) 7 Im, 335; (O) 205; (AA) 7 Im, 366; (BB) 7 Im, 357; (CC, DD & EE) 7 Im, 339; (FF) 7 Im, 335.

1919 (E)—(A) Bk, 312; (B) Bk, 311; (F) 319DR; (G & H) 219; (J) 409; (K) 410 & SKF, 3110DR; (O) 205; (AA) Tim, 439T; (BB) Tim, 435T; (CC) Tim, 335T; (DD & EE) Tim, 415T. DAY-ELDER-1917-18 (J ¾ Ton)-(A) Bower, 308N; (B) Bower, 307N; (D & E) Bower

315Th, (6) 205, (AA) Thi, 4554, (BB) Ri, 316-31; (D) Br, 311N; (E) Br, 310N; (G) 215-DR; (H) 213; (J) 307 & 407; (K) 408DR; (N) 307; (O) 205; (Q) 210; (AA) 209; (BB) 307; (DD & EE) 306.

1920-21 (D)—(A) Br, 435T; (B) Bk, 316-21; (F) Br, 312N; (G & H) 216DR; (J) 407; (K) 410DR; (N) 307; (O) 205; (Q) 210; (AA) 212; (BB) 308 & 309; (DD & EE) 308.

1920-21 (C)—(A) Br, 310N; (B) Br, 308N; (F) Br, 314N; (G & H) 217DR; (J & K) 408; (N) 307; (O) 205; (Q) 210; (AA) 212; (BB) 308 & 309; (DD & EE) 308.

1920-21 (F)—(A) Bk, 455-45; (B) Bk, 335-33; (D & E) Br, 317N; (G & H) 219DR; (J) 409; (K) 413DR & 410; (L) SKF 918; (M) Fafiri 3110DR; (N) 311; (O) 205; (Q) 209; (AA & BB) Tim, 357; (DD & EE) Tim, 339.

1920-21 (E)—(A) Br, 312N; (B) Br, 311N; (D & E) Br, 319N; (G & H) 220DR; (J) 410; (K) 414DR & 410; (L) SKF 918; (N) F8F, 1718; (O) 205; (Q) 209; (AA) Tim, 439; (BB) Tim, 435; (DD & EE) Tim, 435; (DD & EE) Tim, 439; (BB)

Tim, 445; (DD & EE) Tim, 415.

DEARBORN—1919 (½ Ton)—(A) Tim, 3357-3320; (B) 2382-2320 (Jackshaft) Hy, 16225, 1919 (1 Ton)—(A) Tim, 4554-4520; (B) Tim, 3360-3320; (D) Tim, 4554-4520; (E) Tim, 3360-3320; (Jackshaft) Hy, 16225.

1919 (2 Ton)—(A) Tim, 5558-5520; (B) Tim, 439-4320; (O) 205; (Jackshaft) Hy, 16225; (AA) 308; (BB) 307; (CC) Hy, 16950; (DD) 305; (EE) 306.

1919 (48F, FX, 2-2½ Ton)—(A) Tim, 3381-3320; (B) 2382-2320; (O) 205; (Jackshaft) Hy, 16225; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920 (G & P)—(D) Tim, 4554-4520; (E) Tim, 3360-3320.

1920 (X)—(D) Tim, 5558-5520; (E) Tim, 439-4320.

1920 (3 1920 (48-2 Ton)—(F)SRB.312; (G&H)213; (J) 130; (K)410DR; (O)305; (AA,BB) 307; (CC) 304; (DD) 305; (EE) 306; (Jackshaft) Hy, 16225.

DEFIANCE—1919-20-21(B-D)—(A)Bk,435;(B)Bk,316;(D)Br,309NX;(E)Br,306NX;
(G & H) Bk, 355; (J) Tim, 335-3320; (K) Tim, 417-412; (N) 307; (O) 205; (P) 210 or 308;
(Q & R) Spec.; (BB) 307; (DD) 305; (EE) 306; (KK & LL) Spec.
1919-20-21 (C, E)—(A) Bk, 435; (B) Bk, 316; (D & E) Br, 311ND; (G) Tim, 375-3720; (H)
Tim, 3762-3720; (J) Tim, 335-3320; (K) Tim, 4368-4320; (N) 307; (O) 205; (P) 210 or 308;
(Q & R) Spec.; (BB) 307; (DD) 305; (EE) 306; (KK & LL) Spec.

DE KALB—1916 (Mod. D-1)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 639C-532.

1916 (Mod. D-2)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916 (Mod. D-3)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

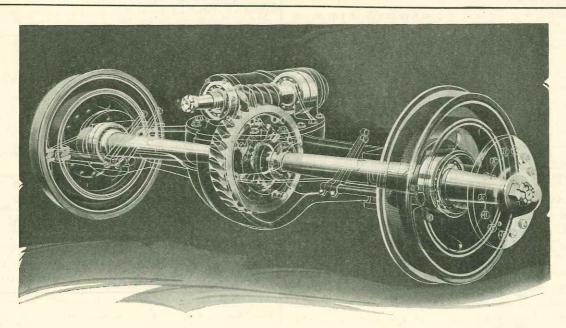
1917 (Mod. E-2)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1917 (Mod. E-2½)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) Hy. 577896; (DD

1917 (Mod. E-2½)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) Hy, 57789; (BB) Hy, 57896; (DD & EE) Hy, 16748.

1918 (E 2 Ton)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.





## Ball Bearings on Rear Axle Assemblies Maintain Original Settings of Rotating Parts

SUBJECTED to the severe and varying strains of road shocks and jars—as well as the heavy thrust loads due to turns, road slants and skidding—the rear axle assembly must be capable of withstanding severe strains without disturbing the accurate relation of rotating parts. The moment wear occurs there is destructive play in the hubs and the gears rub, grind and chatter with disastrous results.

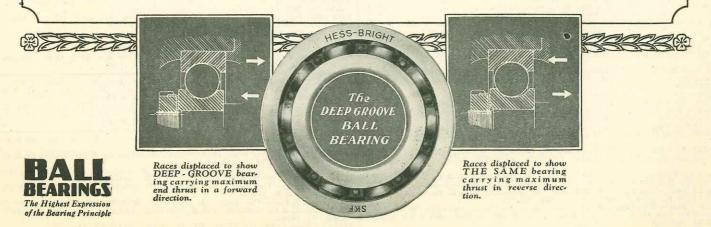
To resist these heavy radial and thrust loads without appreciable wear, is the duty that must be demanded of the bearings in order to maintain the rotating parts in their original settings throughout the life of a car.

As this ability is an inherent quality of deep groove ball bearings, as made by the Hess-Bright Manufacturing Company, they are considered by many as standard for this purpose.

### THE HESS-BRIGHT MANUFACTURING COMPANY

Supervised by SKF INDUSTRIES, INC., 165 Broadway, New York City

799



DEMOT-(J & K) 306; (BB) 208; (DD & EE) 307

DE MARTIN-1917 (1 & 11/2 Ton)-Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD % ;EE) 316-312. 1917 (2-3½ Ton)—Tim. Brgs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 335-3320

DE MARTINI—1920 (1½ Ton)—(AA) Tim, 277-274; (BB) Tim, 339-333.

1920—(2-2½, 3-3½ Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) Tim 316-312.

1920 (4-4½ Ton)—(AA) Tim, 337-3320; (BB) 335-3320; (DD & EE) Tim, 335-3320

1920 (4-4½ Ton)—(AA) Tim, 337-3320; (BB) 335-3320; (DD & EE) Tim, 335-3320.

DENBY—(Mod. 12—1 Ton)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 4553T; (E) Bower, 3554T.

(H 2 Ton)—(A) Bower, 310N; (B) Bower, 308N; (D) Bower, 5553; (E) Bower, 4554; (E) Bower, 307; (G) Hy, 1447; (H) 208; (J) 306; (K) 406; (AA) 208; (BB) 307.

1917-18-19 (Mod. 15 3 Ton)—Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower, 5553; (E) Bower, 4554; (G & H) Hy, 2476; (J) 307; (K) 407; (AA) 308; (BB) 307; (DD & EE) 305.

1915-16-17 (1 Ton B & C)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower 3672T; (E) Bower, 3362T; (G) Hy, 26084; (H) Hy, 26085.

1916-17 (2½ Ton K)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) Bower, 5553T; (E) Bower, 4554T; (G) Hy, 26084; (H) Hy, 26085.

1917 (2 Ton)—(J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; (DD & EE) 305.

1917 (12, 1 Ton)—(J) 306; (K) 406; (O) 205; (AA) 208; (BB) 307; (DD & EE) 305.

1917 (12, 1 Ton)—(J) 306; (K) 400; (O) 205; (AA) 208; (BB) 307; (AA) 308; (BB) 307; (DD & EE) 305.

(Model 210)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C & H) Hy, 26480; (J) 310; (K) Hy, 26669; (AA) 211; (BB) Hy, 27988; (DD) 309; (EE) 308.

DENBY—1919 (25-3 Ton, 134-2 Ton)—(A) Tim, 4553; (B) Tim, 3360; (J) 307DR; (K) 407;

1919 (3½-5 Ton)—(F) Hy, 47893; (C & H) Hv, 26480; (K) Hy, 26669.

DENBY—1919 (25-3 Ton, 134-2 Ton)—(A) Tim, 4553; (B) Tim, 3360; (J) 307DR; (K) 407; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306.

1919 (12-1 Ton)—(A) 308DR; (B) 307DR; (J) 306DR; (K) 406; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1919 (27-3½-Ton)—(A) Bk, N312; (B) Bk, N308; (D & E) Hy, 47893 or 47897; (G & H) Hy, 26480; (J) Hy, 26690 (O) 205; (Clutch Housing, Rear) 208; (AA) 212; (BB) 309DR; (CC) Hy, 27888; (DD & EE) 308.

1919 (210-5 Ton)—(A) Bk, N313; (B) Bk, N309; (D & E) Hy, 47893 or 47897; (G & H) Hy, 26480; (J) Hy, 26690; (O) 205; (Clutch Housing, Rear) 208; (AA) 212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308.

1920 (12-1 Ton)—(G) Hy, 26219; (GG) Hy, 29095.

1920 (134-2, 25-2½-Ton)—(A) Tim, 4550; (B) Tim, 3360T; (G) Hy, 26084; (H) Hy, 26085; (GG) Hy, 29095.

1920 (27-3½-Ton)—(A) Tim, 4553-4520; (B) Tim, 4365-4320; (D & E) Hy, 47893; (G & H) Hy, 26480; (CC) Hy, 27988; (GG) Hy, 29097.

1920 (210-5 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320.

DENMO—1917-18 (10 1½-Ton)—(D) Bower, 305N. (E) Bower, 306N (Jackshaft), 306N

DENMO—1917-18 (10 1½ Ton)—(D) Bower, 304N; (E) Bower, 306N (Jackshaft), 306N [918 (12 ¾ Ton)—(D) Bower, 308N; (E) Bower, 306AL (Jackshaft), 306AL.

DETROIT (Electric)—1920 (78 to 88)—(A) Tim, 342 3320; (B) Tim, 235-2320; (F) Tim, 458T-454; (G & H) Tim, 377-3720; (J) Tim, 3196-3120; (K) Tim, 439T-432.

DETROIT TRAILER-1920-(A) Tim, 435-4320; (B) Tim, 3191-3120

DETROITER—1917 (Mod. 6-45)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412A; (A) Ann, 209; (G) 288-284; (H) 355-3520; (J) 334-3320; Ann, 207; (K) 258-2520; Ann, 407; (O) Ann, 205; (BB) Ann, 307.

412A; (A) Ann, 209; (G) 288-284; (H) 355-3520; (J) 334-3320; Ann, 207; (K) 258-2520; Ann, 407; (O) Ann, 205; (BB) Ann, 307.

DIAMOND T—1915 (J 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; 1919 (J 5-1 Ton)—Tim. Brgs. from A-K on all models—(A) 4558-4520; (B) 3360-3320; (F) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) 205; (O) 209; (AA) Tim, 277-274; (BB) 339-3320; (CC) T-235; (DD & EE) 306-303.

1919 (J 4-1½ Ton)—(A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-532; (J & K) 539E-532; (O) 205; (Q) 209; (AA) Tim, 277-274; (BB) 339-3320; (CC) T. 235; (DD & EE) 306-303.

1919 (J 3-2 Ton)—(A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539E-532; (O) 205; (Q) 209; (AA) 337-3320; (BB) Tim, 335-3320; (CC) T-257; (DD & EE) Tim, 316-312.

1919 (LB-3½ Ton)—(A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5576-5720; (J) 559C-552; (K) 6375E-6320C; (O) 205; (P) 208DR; (Q) 209; (AA) Tim, 419-336 & 412-3320; (BB) Tim, 357-353; (CC) T. 306; (DD & EE) Tim, 339-332, (BB) Tim, 345-434; (CC) T-335; (DD & EE) Tim, 415-412.

1920 (T, FS-1½ Ton)—(A) 4550-5520; (B) 5351-5320; (D) 780-772; (J & K) 6375E-6320C; (O) 205; (P) 208DR; (Q) 209; (AA) 439-434; (BB) Tim, 435-434; (CC) T-335; (DD & EE) Tim, 415-412.

1920 (T, FS-1½ Ton)—(A) 4564-4520; (B) 3361-3120; (F) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (O) 205; (Q) 210; (AA) 209; (BB) 309DR; (DD & EE) 306.

1920 (T, FS-1½ Ton)—(A) 4550-4520; (B) 3361-3120; (F) 6378-6320; (G & H) 559-532; (J) 539E-532; (K) 5578E-532; (O) 205; (Q) 210; (AA) 212; (BB) 309DR; (DD & EE) 306.

1920 (T, FS-1½ Ton)—(A) 4550-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-532; (J) 539E-532; (K) 6375E-6323; (C) 205; (Q) 210; (AA) 212; (BB) 309DR; (DD & EE) 306.

1920 (T, FS-1½ Ton)—(A) 4556-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-532; (G & H) 559-5520; (G & H) 559

DILE—1915 (Mod. A)—(F) 306; (G & H) 207; (J) 0205; (K) 0206; (AA) 206; (BB) 205

DIXIE FLYER—1917 (Flyer)—(D & E) Bower, 209AL; (G) Bower, 209A.

1919 (H)—(A) Br, 317T; (B) Br, 235T; (D & E) Br, 208AX; (G & H) Hy, 7141; (I, Q, AA CC, GC, KK & LL) Spec.; (J) 206; (K) 306DR; (O) 203; (P) 207; (BB) 305.

1920-21 (H)—(A) Br, 317T; (B) Br, 235T; (D & E) Br, 208A; (G & H) Hy, 7141; (I, Q, AA CC, KK & LL) Spec.; (J) 306; (K) 307DR; (O) 203; (P) 207; (BB) 206DR.

DIXIE-1916-17-18-(G & H) Hy, 26216

DISBROW-1917 (Louis Disbrow)-(DD & EE) Hy, 17799.

DISBROW—1917 (Louis Disbrow)—(DD & EE) Hy, 17799.

\*\*DOANE (Truck)—1917 (2½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5351-5320; (G & H) 3955-3920; (J) 435-4320; (K) 336-3320; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (6 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5756-5720; J & K) 4356-5320; (AA & BB) 440-4320; (DD & EE) 415-412.

1918 (2½ Ton)—Tim. Brgs. on all Mod.; (A) 4550-4520; (B) 4365-4320; (D) 5550-5520; (E) 5351-5320; (G & H) 3955-3920; (J) 435-4320; (K) 336-3320; (AA) 337-3320; (BB, DD & EE) 335-3320.

1918 (6 Ton)—(A) 6358-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5756-5720; (J) 5356-5320.

1920 (2½ Ton)—(A) 4550-4520; (B) 4365-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 3955-3920; (J) 336-3320; (K) 435-4320.

1920 (3½ Ton)—(A) 5550-5520; (B) 4351-4320; (D) 6456-6420; (E) 5551E-5520; (G & H) 3955-3920; (J) 336-3320; (K) 435-4320.

1920 (6 Ton)—(A) 6356-6320; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5756-5720; (J & K) 5356-5320; (HH) Hy, 27095.

DODGE (All Years)—(A) Tim. 256-2530; (B) Tim. 1751-1730; (D & E) Tim, 288-284; (G & DODGE (All Years)—(A) Tim. 256-2530; (B) Tim. 1751-1730; (D & E) Tim, 288-284; (G & DODGE (All Years)—(A) Tim. 256-2530; (B) Tim. 1751-1730; (D & E) Tim, 288-284; (G & DODGE (All Years)—(A) Tim. 256-2530; (B) Tim. 1751-1730; (D & E) Tim, 288-284; (G & DODGE (All Years)—(A) Tim. 256-2530; (B) Tim. 1751-1730; (D & E) Tim, 288-284; (G & DODGE (All Years)—(A) Tim. 256-2530; (B) Tim. 1751-1730; (D & E) Tim, 288-284; (G & DODGE (All Years)—(A) Tim. 256-2530; (B) Tim. 1751-1730; (D & E) Tim, 288-284; (G & DODGE (All Years)—(A) Tim. 256-2530; (B) Tim. 1751-1730; (D & E) Tim, 288-284; (G & DODGE (All Years)—(A) Tim. 256-2530; (B) Tim. 1751-1730; (D & E) Tim, 288-284; (G & DODGE (All Years)—(A) Tim. 256-2530; (B) Tim. 1751-1730; (D & E) Tim. 288-284; (G & DODGE (All Years)—(A) Tim. 256-2530; (B) Tim. 1751-1730; (D & E) Tim. 288-284; (G & DODGE (All Years)—(A) Tim. 256-2530; (B) Tim. 1751-17

DODGE (All Years)—(A) Tim, 256-2530; (B) Tim, 1751-1730; (D & E) Tim, 288-284; (G & H) Tim, 365-363; (J) Tim, 255-2530; (K) Tim, 3191-3120; (O) 304; (Q) 304; (AA) 207; (BB) 308.

1919-20-21—(A) Tim, 256-2530; (B) Tim, 1751-1730; (D) Tim, 288-284; (G & H) Tim, 365 363; (J & K) Tim, 255-2530; (O) Faf. 304A; (S) Faf. 308A.

DORRIS—1915 (1-Ton Del.)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720 (G) 456-454; (H) 559-552; (J) 439-4230; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.

1915 (1-A-4)—Tim. Brgs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA & BB) 335-3320; (DD & EE) 316-312.

1915 (2 Ton)—Tim. Brgs.; (A) 4550-4520 (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD

1915 (2 Ton)—Tim. Brgs.; (A) 4550-4520 (B) 4301-4325, (C) (AA & BB) 335-3320; (DD (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann, 1205; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312. (Main Shaft Front on 1916 8-6) uses Tim, 335-3320; 1916-17 (I-B-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 5590-552; (J & K) 5390-532; (Q) Ann, 1205; (AA & BB) 335-3320; (DD & EE) 316-312. 1917 Model uses Tim, 337-3320 on Main Shaft Front. 1919-20-21 (6-80)—Tim. Brgs. from A-K on all models—(A) 412-419; (B) 312-316; (C) 3656-3620; (F) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439 T-432; (O) 205; (P) 211; (BB) 307DR; (CC) Warner X4001; (DD & EE) 206; (GG) Withington 30068. 1919-20-21 (K-4)—(A) 4558-4520; (B) 3360-3620; (C) 341-3320; (D & E) 5553-5520; (G & H) 5596-552; (J & K) 539D-532; (O) 205; (P) 207DR; (Q) 6813HB; (AA) 211; (BB) 309DR; (CC) Warner X40-11; (DD & EE) 308 (GG) Oakes 500. 1919-20-21 (K-7)—(A - 4550-4520; (B) 4360-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5766-5720; (J) 5590-552; (K) 6359-6321; (O) 205; (P) 207DR; (Q) 6813 HB; (AA) 211; (BB) 309 DR; (CC) Warner X40-11; (DD & EE) 308 (GG) Oakes 500. DORT—1915-16-17-18-19 (5-5A, 9, 11)—(D & E) Hy, 16395; (G & H) Hy, 16227; (J) DORT—1915-16-17-18-19 (5-5A, 9, 11)—(D & E) Hy, 16395; (G & H) Hy, 16227; (J) DORT—1915-16-17-18-19 (5-5A, 9, 11)—(D & E) Hy, 16395; (G & H) Hy, 16227; (J)

DORT—1915-16-17-18-19 (5-5A, 9, 11)—(D & E) Hy, 16395; (G & H) Hy, 16227; (J) Tim, 319-312; (K) Tim, 348-3320; (AA) 207; (BB) 305
1919 (8, 8C, 11, 11S, 11T)—(D & E) Hy, 16395; (G) Hy, 16227; (H) Nice 280; (J) Tim, 319-312; (K) Tim, 348-3320; (P) Spec. (AA) 207DR; (BB) 305DR.
1920 (10, 10C, 15, 15S, 39, 39C, 39L)—(A) Tim, 2785-272; (B) Tim, 1751-1730; (D & E) Hy, 16395; (G) Hy, 16227; (H) Nice 280; (J) Tim, 319-312; (K) Tim, 348-3320; (AA) 207DR; (RR) 305DR.

Hy, 16395; (C) (BB) 305DR

DOUGLAS—1919-20 (1 Ton)—Tim. Brgs.; (A) 419-412; (B) 3191-3120; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412. 1920 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3381-3320; (G) 3762-3720; (H) 375-3720; (J) 335-3320; (K) 4368-4320; (CC) Hy, 16820.

DREDNOT—1914 (Mod. A-13)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320. (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532. (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

DREXEL—1917 (Mod. R.)—(D & E) Bower, 208A.

1918 (17)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

(J) 255-2530; (K) 417-412.

DUPLEX—1916 (Mod. C-B)—(AA & BB) Tim, 357-353; (DD & EE) 339-333.

(2 Ton)—(A & D) Bower, 3762T; (B & E) Bower, 3362T; (G & H) Bower, 458T; (J) Bower, 4359T; (K) Bower, 355T; (K) Bower, 355T; (K) Bower, 456T; (J) Bower, 1916 (Mod. D)—(A & D) Bower, 311N; (B & E) 310N; (G & H) Bower, 456T; (J) Bower, 335T; Bower 4359T; (O) 205; Jack Shaft Hy, 19200.

1917 (Mod. E)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Bower, 335T; (K) Bower, 4359T; (O) ND, 205 Jackshaft Hy, 19200.

1917 (Mod. E)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Bower, 335T; (K) Bower, 4359T; (D) ND, 205 Jackshaft Hy, 19200.

1917 (Mod. E)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Bower, 335T; (K) Bower, 4359T; (Takermédiate Rear Drive Shaft SK.F, 1309; (O) 205; Jackshaft Hy, 19200.

1918-19 (Mod. E & EL)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Tim, 335-3320; (K) Tim, 4368-4320; (O) 205, Chain Case Brgs. 2 Bowers 4355T, Jackshaft Hy, 19200.

1918 (D 3½ Ton)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Bower, 4359T; (K) Bower, 335T; Jackshaft, Bower, 310NDT.

1919 (EL, EV)—Tim. Brgs.; (J) 333-3330; (K) 4368-4320; (O) 205; (AA & BB) 357-353; (DD & EE) 339-333.

1920 (3½ Ton)—(G) Hy, 26219.

DUTY-1920 (2 Ton)-(G) Hy, 26219

EAGLE—1917-18—(D & E) Hy, 16779; (G & H) Hy, 26056; (AA) Hy, 26518; (BB) Hy,

ECONOMY—1917 (Mods. 4-36)—(F) 309; (G & H) 0209; (J) 0207; (K) 0307; (Q) 205; (AA) 207; (BB) 305.
1917-18 (Mods. 8-48)—(F) 309; (G & H) 0209; (J) 0306; (K) 406; (Q) 205; (AA) 208; (BB) 307; (DD) 305; (EE) 306.

(K)—1920—(A) Br, 336TXL; (B) Br, 236TX; (D) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883.

307DR; (K) Hy, 57883.

ELCAR—1915 (Mod. 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333.

1916 (Mod. 6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA & BB) 335-3320; (D) 435T-4320; (G & H) 375T-1916 (Mod. A-B)—(D & E) Hy, 16076; (G & H) Hy, 26216.

1917-18—(G & H) Hy, 26216.

1917-18—(D & E) Bower, 208A.

1919—(A) Tim, 317-312; (B) Tim, 235-233; (D & E) Tim, 277-274; (G & H) Hy, 26216; (J) Tim, 344-3320; (K) Tim, 416-413.

1919—(F) 310DR; (J) 307DR; (O) 205.

1920 (D, H, G & K)—(A) Br, 336TXL; (B) Br, 236TX; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883; (O) 205; (AA) 208; (BB) 307; (DD & EE) 305.

1920 (D-4, 6)—(F) 310DR; (J) 307DR; (K) 407; (O) 205; (AA) 208; (BB) 207; (DD & EE) 305.

305.

ELGIN—1916-17 (Farm Tractor)—(D) Tim, 4554-4520; (E) Tim, 3362-3320.

1916 (Pleas.)—(D & E) 309; (F) 309; (G & H) 209; (J) Tim, 225; (K) 307; (use 306 and 406 with short third member); (O) 203; (AA) 207; (BB) 306.

1917 (Pleas.)—(F) Bower, 309ADT; (G & H) Bower, 209AL; (J) 0208; (K) 0407.

1917 (Pleas.)—(F) 309; (G & H) 0209; (K) 306; (AA) 207; (BB) 306.

1918 (Mod. A.)—(D & E) 309; (G & H) 209; (J) 306; (K) 406; (AA) 207; (BB) 306.

1917—(A) 2083; (B) 2128; (D & E) Br, 208AX; (G & H) Hy, 26216; (J) 208; (K) 406; 1919—(A) Tim, 335; (B) Tim, 235; (F) Shatz 309; (G & H) Gur. 209; (J) 306; (K) 406; (O) 205; (AA) 207; (BB) 306; (GG) Spec.

1919–20 (K)—(A) Bk, 337; (B) Bk, 235; (F) 310; (G & H) Bk, 355; (J) 317; (K) 333; (AA) 207; (BB) 306; (GG) Spec.

ELKHART—1916—(F) 309; (G & H) 0212; (K) 306; (O) 203; (AA) 207; (BB) 305. 1917 (Mod. A)—(F) 309; (G & H) 210; (K) 307 x 1½"; (O) 203, (AA) 207; (BB) 305. 1917—(J) 0208; (K) 0407.

EMPIRE—1915 (Mod. 33—(D & E) Hy, 16691; (G & H) Hy, 26062; (K) 307; (BB) 307. 1916 (Mod. 33-45)—(D & E) Hy, 16691; (G & H) Hy, 26062; (K) 307; (O) 205; (AA) 208; (BB) 307. 1917 (Mods. 45, 60)—(D & E) Bower, 209AL; (F) 209; (G & H) 0209; Bower 209A; (J) 207; (K) 406; (O) 205; (P) DR206; (AA) 208; (BB) 307. 1916-17 (60-71)—(D & E) Hy, 16691; (G & H) Hy, 26486. 1917-18 (50-51)—(P) Hy, 16779; (G & H) Hy, 26522. 1917 (Mod. 70)—(F) 209; (G & H) 0209; (J) 207; (K) 406; (O) 205; (AA) 209; (BB) 307. 1918—(A) Bower, 307N; (B) Bower, 305AL; (D & E) Bower, 209AL; (G) Bower, 209A.

ENGER—1915 (Mod. 6-50)—(F, G & H) Hy, 16779; (J) 0207; (K) 307; (Q) 205; (AA) 209; (BB) 307.

1916 (Mod. 6-50)—(Q) 205; (BB) 307; (CC) 208.

1917 (Mod. 6-50)—(D & E) Bower, 209AL; (G) Bower, 209A; (K) 307; (Q) 205; (AA) 208; (BB) 307; (CD) 205; (AB) 208;

ERIE—1916-17 (33-34)—(F) Hy, 16779; (G & H) Hy, 26252.

ESSEX—(1918 Pleas.)—Tim. Brgs.; (A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 359S-3520; (J) Upper 2785-2720; (K) Lower, 3381-3320; (AA) Hy, 17024; (BB) Hy, 16661; (DD & EE) Hy, 16473; (FF) Hy, 16820.

ESSEX—Continued

1919 (Mod. A)—Tim. Brgs. from A-K on all models—(A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 359S-3520; (J) 3381-3320; (K) 2785-2720; (O) 205; (Q) 211; (AA) Hy-17024; (BB) Hy, 16661; (CC & FF) Hy, 16820; (DD & EE) Hy, 16473; (Starter) Hy 600203; (Valve Rocker Arm) Hy, 26939.

1920—(A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 359S-3520; (J) 3381-3320; (K) 2785-2720; (O) 205; (Q) 211; (AA) Hy, 47024; (BB) Hy, 46661; (CC & FF) Hy, 16820; (DD & EE) Hy, 16473; (Generator) Hy, 600203; (Valve Rocker Arm) Hy, 26939.

1917 (1½ Ton)—Tim Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320. ESSEX-Continued

(J & K) 4365-4320.

FAGEOL—1918 (2 Ton)—Tim, Brgs. from A-K on all models—(A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559c-552; (J & K) 539c-532; (FF) 27925; (GG) 2997.

1918 (3½ Ton)—(A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (FF) Hy, 27925; (GG) Hy, 24997.

1918 (5 Ton)—(A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 760-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6259-6320; (FF) Hy, 17301; (GG) Hy, 29097.

1920 (1½ Ton)—(AA) Tim, 419-412; (BB) Tim, 444-432; (DD) Tim, 3191-3120; (EE) Tim, 416-414; (FF) 27925; (GG) Hy, 29097.

1920 (2 Ton)—4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539C-532; (K) 5578E-5521.

1920 (2½ Ton)—(A) 4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (FF) Hy, 27925; (GG) Hy, 29097.

1920 (3½ Ton)—(A) 4556-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (FF) Hy, 27925; (GG) Hy, 29097.

1920 (3½ Ton)—(A) 4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (FF) Hy, 27925; (GG) Hy, 29097.

1920 (5 Ton)—(A) 4555-452.

1920 (5 Ton)—(A) 4556-4520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375E-6323 or 6359-6320; (K) 6455E-6422 or 6359-6320; (AA & DD) Tim, 458-452; (BB) Tim, 462-4520; (BE) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375E-6323 or 6359-6320; (K) 6455E-6422 or 6359-6320; (AA & DD) Tim, 458-452; (BB) Tim, 462-4520; (EE) 4554-542; (FF) Hy, 17301; (GG) Hy, 29097.

FAMOUS—1919-20-21 (B-10)—(A) 435; (B) 316.

FARGO—1916-17 (M 1½ Ton)—(D) Bower, 3762T; (E) Bower, 336CT; (C) Hy, 20044 (H) Hy, 20044 (

FARGO—1916-17 (M 1½ Ton)—(D) Bower, 3762T; (E) Bower, 3362T.

1916-17-18 (N-P 2 Ton)—(D) Bower, 5553T; (E) Bower, 4554T; (G) Hy, 26084; (H) Hy

1920 (P-2 Ton)—(J) 307DR; (K) 407; (O) 205; (AA-BB) 308; (CC) 304; (DD & EE) 306.

FEDERAL—1914-15 (1, 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4520; (E) 4361-4320; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
1916 (Mod. J-K-M)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BD D & EE) 335-3320.
1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-3420; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 325-3230.

335-3320.

1916 (Mod. W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320.

1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453.

1917 (1½, 2 Ton)—(BB) 308; (DD & EE) 307.

1917 (0d. O-P)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1917 (5 Ton X)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6559-6320.

1918 (3½, 5 Ton)—(AA) 212; (BB) 309; (DD & EE) 308.

1919 (TD)—Tim. Brgs. from A-K on all models—(A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (O) 205; (P) 208; (Q) Spec.; (AA) 210; (BB) 212; (CC) Spec.; (DD & EE) 307; (Spline Shaft Rear) 308; (GG, KK & LL) Spec.

(AA) 210; (BB) 212; (CC) Spec.; (DD & EE) 307; (Spline Shaft Rear) 308; (GG, KK & LL) Spec.

1919 (UD)—(A) 4558-4520; (B) 3360-3320; (Steering Knuckle Pivot) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (O) 205; (P) 208; (Q) Spec. (AA) 210; (BB) 212; (DD & EE) 307; (Spline Shaft Rear) 308; (GG, KK & LL) Spec.

1919 (WD)—(A) 4550-4520; (B) 4361-4320; (Steering Knuckle Pivot) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6359-6320; (O) 205; (P) 208; (AA) 211; (B) 212; (DD & EE) 308; (Spline Shaft Rear) 309; (GG, KK & LL) Spec.

1919 (XC)—(A) 5550-5520; (B) 5351-5320; (Steer g Knuckle Pivot) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (O) 205; (P) 208; (AA) 211; (BB) 212; (DD & EE) 308; (Spline Shaft Rear) 309; (GG, KK & LL) Spec.

1920 (SD)—(A) 3750-3720; (B) 3360-3320; (F) 539-532; (G & H) 397-3920; (J) 444-432; (K) 456-453; (O) 205; (P) 208; (Q) Spec.; (AA) 209; (BB) 210; (CC, GG, KK & LL) Spec.; (DD & EE) 306; (Spline Shaft, Rear) 308.

1920 (TE, UE)—(A & B) 3750-3720; (D & E) 5557; (G & H) 559-552; (J & K) 539-532; (O) 205; (P) 208; (Q, CC, GG, KK & LL) Spec.; (Spline Shaft, Rear) 308.

1920 (TE, UE)—(A & B) 3750-3720; (D & E) 5557; (G & H) 559-552; (J & K) 539-532; (O) 205; (P) 208; (Q, CC, GG, KK & LL) Spec.; (AA) 211; (BB) 212; (DD & EE) 308; (Spline Shaft, Rear) 309.

1920 (XE)—(A) 4550-4520; (B) 4361-4320; (Steering Knuckle Pivot) 443-4320; (G & H) 5757; (J) 559; (K) 6375E; (O) 205; (P) 208; (Q, CC, GG, KK & LL) Spec.; (AA) 211; (BB) 212; (DD & EE) 308; (Spline Shaft, Rear) 309.

1920 (XE)—(A) 5550-5520; (B) 5551-5320; (Steering Knuckle Pivot) 5354-5320; (G & H) 780; (J) 6375E; (K) 6455E; (O) 205; (P) 208; (Q, CC, GG, KK & LL) Spec.; (AA) 211; (BB) 212; (DD & EE) 308; (Spline Shaft, Rear) 309.

1920 (XE)—(A) 5550-5520; (B) 5551-5320; (Steering Knuckle Pivot) 5354-5320; (G & H) 780; (J) 6375E; (K) 6455E; (O) 205; (P) 208; (Q, CC, GG, KK & LL) Spec.; (AA) 211; (BB) 212; (DD & EE) 308; (Spline Shaft, Rear) 309.

1920 (XE)—(A) 5450-500; (B)

FEDERAL TRACTOR—1920 (UE-10-3 Ton)—(A & B) Tim, 3750-3720; (D & E) Tim, 557; (G & H) Tim, 559-552; (J) Tim, 539-532, (K) Tim, 5578-5521; (O) 205; (Clutch Housing, Rear) 208; (AA) 212; (BB) 308DR; (DD & EE) 307.
1920 (WC-95, 7 Ton)—(A) Tim, 4550-4520; (B) Tim, 4361-4321; (G & H) Tim, 5757; (J) Tim, 559-552; (K) Tim, 6375E; (O) 205; (Clutch Housing, Rear) 208; (AA) 212; (BB) 309DR; (DD & EE) 308.

IAT—(Mod. 55)—(D) 410; (G & H) 312; (O) 204; (P) 206; (AA) 305; (BB) 306; (CC) 308 (DD) 406; (EE) 210; (GG) 213 & 305.

(RG) 210. (RG) 216 8 305.

FORD (Truck)—1918 (1 Ton)—(F) Hy, 16211; (G & H) 0212.

1919 (T)—(D & E) Hy, 16079-80; (J) Hy, 26620

1920 (T)—(D, E, G & H) Hy, 16079-80; (J) Hy, 26620.

1920 (1 Ton)—(D & E) Hy, 16211; (J) Hy, 16476.

FORDSON (Tractor)—(A) Tim, 357-352; (B) Tim, 14118-14283; (F) Hy, 16125; (G & H) 218RT 100%; (J) 214RT. 50%; (K) 2 No. 411RT. 200%; (O) 306RT. 50%; (F) 214RT 50%; (T) 2" x 2%"; (U) 2" x 1½"; (V) 2" x 25%"; (W) 2" x 3"; (X & Y) 2" x 3"; (AA) 214RT. 50%; (BB) 406RT. 50%; (C) 405RT. 50%; (DD) 406RT. 50%; (EE) 405RT 50%; (FF) 1½" x 1½" 8 Pronze; (GG) 2 No. 204RT. 100%; Belt Pulley, Inner 308RT; Outer \$18RT.

G & H) 218; (J) 214; (K) Gur. Dup 411; (O, CC) 405; (AA, 214; [(BB, DD)] 406 (GG) 204DR.

(GG) 204DR.

FORSCHLER—1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B 3320 (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

1919-20—(A1, AX 1½, B2)—(A) Bk, N310; (B) Bk, N308.

1919-20 (BX 3)—(A) Bk, N310; (B) Bk, N309.

FOSTER—1920 (Tour)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-454 (G & H) 377-3720; (J) 3196-3120; (K) 439T-432.

FOSTORIA-1916-17 (Mod. 17)-(J & K) 305; (AA) 207; (BB) 305.

FOUR WHEEL DRIVE-1916-(G & H) 216; (O) 205; (AA) 213; (BB) 309; (DD & EE

307. 1917—(G & H) 216; (AA) 213; (BB) 408; (CC) 309; (DD & EE) 307. 1918—(G & H) 216; (O) 305; (Q) 210; (AA) 213; (BB) 309; (DD & EE) 307; (GG) 205. 1915—16-17-18 (B 3 Ton)—(A, B, D & E) Bower, 217N; (G & H) Bower, 313N; (J) Bower, 309N; (K) Bower, 306AL. 1918–19-20 (B-3 Ton)—(A, B, D & E) Br, 217N; (G & H) 308; (J) 309; (K) 306; (O) 305DR (Q) 210DR; (AA) 213DR; (BB) 309DR; (DD & EE) 307; (GG) 205.

FRANKLIN—1915, 16 (M, M 8, I.I Ser. 4-5-6)—(A) Tim, 2750-2720; (B) Tim, 2357-2320; (D & F) Tim, 415-412; (G & I ; Tim, 355-3520; (J & K) Tim, 417-412; (AA, DD & EE) 307 Spec. 1 " I.D.; (BB) 407.

1917-18-19 (Series 9)—(A) 307RT; (B) 305RT; (F) 407RT; (G & H) 308RT; (J) 207RT; (K) 408RT; (O) 304; (P) U.S. 1109; (Q) Special; (AA) 206; (BB) 306; (CC) 304; (DD & EE) 305; (KK) 204RT; (LL) 204W-RT.

1919-20 (9B)—(A) 307RT; (B) 305RT; (D & E) 407RT; (G & H) 308RT; (J) 408RT; (K) 207RT; (Q) 1109F; (S) Gur. 206; (AA) 304; (BB) 306; (DD & EE) 305; (KK) 204; (LL) 204 W

-(G) 210RT; (K) 307RT; (Q) 209 Light Radial

FULTON-1917-18 (F-2 11/2 Ton)-(D) Bower, 3762T: (E) Bower, 3362T: (G & H) Hy, 1919-20-21 (C, D)-(A) Bk, 435-48; (B) Bk, 316-315; (G & H) 2476; (N) 307-8; (O) 205;

(S) 210

G. V. MERCEDES—1911-12-13-14-15-16-17 (3½ & 5 Ton)—Tim. Brgs.; (A, B, D & E) 6352-6320; (G, H, DD, & EE) 4353-4320.
1914 (Mod. 1914)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532. 1912-13 (17 no)—Tim. Brgs.; (A & D) 4360-4320; (B & E) 4350-4320; (G, H, DD & EE)

3150-3120. 1915-16-17 (1 Ton)—Tim. Brgs.; (A, B, D & E) 4360-4320; (G, H, DD & EE) 3150-3120. 1911-12-13 (1/2 Ton)—Tim. Brgs.; (A, D & G) 4353-4320; (B, E & H) 4361-4320; (DD & EE) 1954-1920.

1911-12-13-16-17 (2 & 3 Ton)—Tim. Brgs.; (A, B, D & E) 5351-5320; (G, H, DD & EE)

1911-12-13-16-17 (2 & 3 Ton)—Tim. Brgs.; (A, B, D & E) 5351-5320; (G, H, DD & EE) 3150-3120.

1915 (2 Ton)—Tim. Brgs.; (A, B, D, E, G & H) 5351-5320.

1916-17 (1/4 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 462-4520; (E) 375-3720; (G) 5590-552; (H) 456C-454; (J & K) 539C-532.

1916-17 (1,000 lb.)—Tim. Brgs.; (A, B, D & E) 415-412; (G, H, DD & EE) 236-2320.

1915-17 (5-6 Ton F.V., 6-Ton Diamler)—Tim. Brgs.; (A) 5564-5520; (B) 5356-5320; (D).

6552-6521; (E) 6453-6420.

GABRIEL—1916 (Mod. M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD &

(C) & E) 5553-5520; (G & H) 559C-502; (J & K) 055C-502; (M & K) 055C-502; (E) 3672-3720; (E) 339-333. (D) —Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3672-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333. (P) & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB) 357-353; (DD & EE) 335-3320. (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 357-353; (DD & EE) 339-333. (D) 4554-454; (J & K) 539-532; (AA) 337-3320; (BB) 357-353; (DD & EE) 339-333. (D) —Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553; (G & H)

5397-535; (D & E) 5553; (A) 4558-4520; (B) 3360-3320; (D & E) 5553; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.

GARDNER—1920-21 (All Mod.)—(A) Tim, 2785-2720; (B) Tim, 1751-1730; (F) Hy, 16395; (G & H) Hy, 26227; (I) Nice 280; (J) Tim, 319-312T; (K) Tim, 348-3320; (O) 203; (P) 207; (Q) B & B 270; (S) 306; (KK & LL) Ditwiler 1522-23.

CARFORD—1916 (66-70)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-552; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-3320. 1916 (Mod. 67)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320; (G & J) 4553-4520; (H & K) 5553-5520; (AA, DD & EE) 4364-4320; (BB)

5550-5320. 1916 (Mod. 67 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552. 1916 (Mod. 68)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6552-6521; (E) 6522-6521; (E) 6522-6521

6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

1916 (Mod. 68)—Tim. Brgs.; (A) 5550-5520; (B) 6351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

1916 (Mod. 69)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (DD & EE) 316-312.

1917 (Mod. 68-69)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6554-6521; (E) 6553-6521.

1917 (Mod. 66-614/-Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5353-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320.

1917 (70B 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5533-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320.

1917 (75 1-Ton)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (AA) 337-3320; (BB) 335-3320; (D & E) 316-312.

1917-18 (77-77B 31/-Ton)—Tim. Brgs.; (A) 4576-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (G & H) 477-473; (J & K) 456-453; (O) Ann, 205; (Q) Ann, 205; (Q) Ann, 205; (Q) Ann, 205; (Q) Ann, 205R; (P) Ann, 208DR; (AA) 337-3320; (BB) 415-412; (G & H) 477-473; (J & K) 456-453; (O) Ann, 205RR; (P) Ann, 208DR; (AA) 337-3320; (BB) 436-4320; (C) 44B-4320; (D) 66-52-6521; (E) 5755-5720; (G & H) 576-5720; (J & K) 539-5521; (O & H) 477-473; (J & K) 4556-453; (O) Ann, 205RR; (P) Ann, 208DR; (AA) 337-3320; (BB) 418-412; (DD & EE) 335-3320; (D & EE) 553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205SR; (P) Ann, 208DR; (AA) 337-3320; (BB) 418-412; (DD & EE) 335-3320; (O & EE) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205SR; (P) Ann, 208DR; (AA) 337-3320; (BB) 418-412; (DD & EE) 335-3320; (O & EE) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205SR; (P) Ann, 208DR; (AA) 337-3320; (BB) 418-412; (DD & EE) 335-3320; (O) Ann, 205SR; (P) Ann, 208DR; (AA) 337-3320; (BB) 435-4320; (C) 335; (DD & EE) 415-412; (GA) Ann, 302SR.

1918 (68-B 11/2 Ton, —Tim. Brgs.; (A) 4550-6521; (B) 4361-5720; (C) 443B-4320;

6521; (E) 5755-5720; (C & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) Ann, 205SR; (P) Ann, 205RR; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412; (GC) Ann, 302SR.

1918 (68 5-Ton)—(A) Tim, 5550-5520; (P) Tim, 5351-5320; (C) Tim, 5354B-5320; (D) Tim, 6554-6528; (E) Tim, 6353-6321; (G & H) 216SR; (I) HB, 1113; (O) 205SR; (P) 208DP; (AA & DD) 409SR; (BB) 308DR; (EE) 410SR; (GG) 302SR.

1920 (25B-1½ Ton)—Tim, Brgs.; (A) 4554-4520; (B) 3159-3120; (F) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (P) 208DR; (Q) 219; (Primary Shaft, Front) 337-3320; (Primary Shaft, Rear) 415-412; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1920 (70-H 2-Ton)—Tim, Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552 (J) 539E-532; (K) 5578E-5521; (P) 208DR; (Q) 219; (Primary Shaft, Front) 337-3320; (Primary Shaft, rear & BB) 415-412; (CC) 257; (DD & EE) 335-3320.

335-3320.

1920 (77-C 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (O) 205; (P) 208DR; (U) 209; (Primary Shaft, Front and Rear) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

1920 (77D-3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (P) 208DR; (Q) 219; (Primary Shaft, Front and Rear) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

1920 (68 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354E-5320; (D) 6554-6521; (E) 6353-6321; (G & H) 216; (I) 113; (O) 205; (P) 208DR; (Q) 209; (Primary Shaft, Rear) 409; (BB) 308DR; (DD) 409; (EE) 410.

CARY—1918 (H 2-Ton)—(A) Bower, 310N; (B) Bower, 309N; (F) Bower, 314NDT.

1920—Tim. Brgs. from A-K & AA-EE on all models (GT 1½-Ton)—(A) 4558-4520; (B) 3360-3320; (D) 6378-6320; (C & H) 477-473; (J) 456-453; (K) 539E-532; (N) 307; (O) 205; (P) 307; (AA) 304; (BB) 307; (DD) 305; (EE) 306.

1920 (J-2½ Ton)—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (N) 308; (O) 205; (P) 208; (AA) 304; (B) 307; (DD) 305; (EE) 306.

1920 (KT-3½ Ton)—(A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720 (G & H) 5756-5720; (J) 559-552; (K) 6375E-6323; (O) 205; (P) 208DR; (AA) 306; (BB) 357; (CC) 336F-419R; (DD & EE) 339.

1920 (M-5 Ton)—(A) 5550-5520; (B) 5821-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375E-6323; (K) 6455E-6422; (O) 205; (P) 208DR; (AA) 335; (BB) 435; (CC) 439; (DD & EE) 415.

GEM-1917 (A-4-30)-(D & E) Hy. 26227; (G & H) 16395.

GENERAL MOTORS—1915 (Mod. 21)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Tim, 5550-5521; (G & H) Tim, 477-473; (J & K) SKF. 1207A or Tim, 456-453; (O) 205; (P) 305; (Q) SKF. 910; (AA & BB) 308; (DD & EE) 306.

1915-16 (Mod. 15)—(J) 307; (K) 407; (AA) 307.
1915-16 (Mod. 25)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 344-333; (DD & EE) 319-312.

GENERAL MOTORS—Continued 1915-16 (Mods. 30-40)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 5355-5320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 357-353; (DD & EE)

(D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) SKF. 207A, or Tim, 539C-532 (O) 205; (P) 305; (Q) SKF. 910; (AA & BB) Tim, 357-353 ND 308; (DD & EE) Tim, 339-333 ND 206.

33 ND 206.

1915-16 (Mod. 70)—(A) Tim, 4558-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320; (D) Tim, 6356-6321; (E) Tim, 5355-5320; (J) 308; (K) 409; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft 410.

1915-16 (Mod. 100)—(D) Tim, 6550-6521; (E) Tim, 6354-6321; (J) 308; (K) 409; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft, 410.

1916 (Mod. 26)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.

319-313.

1916 (Mod. 71)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521.

(E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320.

(DD & EE) 415-412.

1916 (Mod. 101)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D, G ½ H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-413.

780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1917 (Mod. 15)—(J) 309; (K) 407; (BB) 308.

1917 (Mod. 16)—(G & H) Hy, 10571; (J) 305; (K) 406; (O) 205; (P) 305; (Q) SKF. 910; (AA) 305; (BB) 308; (DD & EE) 306.

1917 (31 ½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.

1917 (71 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (O) Ann, 1205; (P) Ann, 208; (Q) Ann, 206 SKF. 910; (AA) DR. 307; (BB) ND. 1310; (DD & EE) 415-412 DR. 308.

1918 (21-31-41)—(O) 205; (AA & BB) 308; (DD & EE) 306.

1918 (Mod. 16)—(F) 312; (J) 309; (K) 406; (O) 205; (AA & BB) 308; (DD & EE) 306.

1918 (Mod. 71)—(O) 205; (O) 208; (AA) 307; (BB) 310; (DD & EE) 308.

1917 (21 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.

1917 (L 3½-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (D & K) 559C-552; (AA) 337-3720; (BB, DD & EE) 305.

1917 (41 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5538-5520; (G & H) 5756-5720; (D & K) 559C-5520; (D & B) ND. 308; (DD & EE) 305.

917 (41 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-520; (G & H) 559C-5520; (J & K) 539C-532; (AA) ND. 305; (BB) ND. 308; (DD & EE) 339-333.

339-333.

1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1918—Tim. Brgs. from A-K on all models (31-1 Ton)—(A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (O) 205; (AA & BB) 308; (DD & EE) 306.

1918 (1½ Ton)—(A) 4558-4520; (B) 3369-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453.

1918 (1½ Ton)—(A) 4558-4520; (B) 3369-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453.

1918 (40-41R-2 Ton)—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1918 (71-3½ Ton)—(A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) 205; (Q) 208DR; (AA) 309; (BB) 310; (DD & EE) 308.

1918 (101-5 Ton)—(A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412.

1919-20 (16)—(F) 312; (G & H) Hy, 10571; (I) WM. 1271-S; (J) 309DR; (K) 406; (O) 205; (Q) SKF, 910; (AA & BB) 308; (CC) 305DR; (DD & EE) 306; (GG) 0akes C-1161-1124; C-1507-1506; (KK) 5792.

1919-20—Tim. Brgs. from A-M on all models (31-41)—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (L & M) 539D-532; (N) SKF. 207A; (O) 205; (Q) SKF. 910; (AA & BB) 308; (CC) 305DR; (DD & EE) 306; (GG) 0akes C-1161-1124; C-1507-1506.

1919-20 (71)—(A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (L) 539C-532; (M) 6359-6320; (N) SKF. 1308A; (O) 205; (P) 208DR; (O) SKF. 910; (AA) 309; (BB) 310; (CC) 307DR; (DD & EE) 308; (GG) 0akes C-2802-2785; C-2788-2786.

(A) 309; (BB) 310; (CC) 307DR; (DD & EE) 308; (GG) 03kes C-2802-2785; C-2788-2786.

GERONIMO—1917-18 (Six A-45)—(D & E) Hy, 16691; (G & H) Hy, 26227. 1919-20 (6-A-45)—(D & E) Hy, 16691; (G & H) Hy, 26227; (CC) Hy, 16950-16820

GERSIX—1919-20 (M)—(A) Bk, 310; (B) Bk, 308; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (N) 310; (O) 205; (P) 211DR; (AA) Spec.; (BB) 307DR; (DD & EE) 306; (GG) Hy, 29097.

1919 (K)—(C) Spec.; (F) 413; (G & H) 213DR; (I) SKF. 912; (J) 308; (K) 408; (M) SKF. 1716; (N) 310; (O) 205; (P) 211DR; (AA) Spec.; (BB) 307DR; (DD & EE) 306; (GG) Hy, 29097.

29097. )
1920 (K)—(A) Bk, 310; (B) Bk, 303; (C) Spec.; (D) Tim, 6553-6521; (E) 6453-6420; (G & H)
213; (I) SKF, 912; (J) 308; (K) 408; (M) SKF, 1716; (N) 310; (O) 205; (P) 211DR; (AA)
Spec.; (BB) 307DR; (DD & EE) 306; (GG) Hy, 29097.
1920 (L)—(A) Bk, 312; (B) Bik, 311; (C) Spec.; (G & H) 21°DR; (J) 409; (K) 413DR; (O)
205; (P) 308DR; (AA) 210DR; (BB) 310DR; (DD) 307; (EE) 308; (GG) Hy, 29097.

205; (P) 308DR; (AA) 210DR; (BB) 310DR; (DD) 307; (EE) 308; (GG) Hy, 29097.

GHENT—1918 (6-60)—(D & E) Hy, 16779; (G & H) Hy, 26056.

GIANT—1919 (15-1 Ton)—(CC) Hy, 16820; (DD & EE) Hy, 17799.

1919 (17-3½ Ton)—(CC) Hy, 27988.

1919-20 (15-1 Ton)—(A) 308DR; (B) 307DR; (F) 311DR; (G & H) 215DR; (J) 407; (K) 410DR; (O) 205; (DD & EE) 306.

1919-20 (16-2 Ton)—(A) 310DR; (B) 308DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205.

1919-20 (17-3½ Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 410; (O) 205.

410; (O) 205.

GLIDE—1915 (Mod. 30)—(F) 310; (G & H) 0211; (J) 306; (K) 406; (O) 205; (Q) 205; (AA) 308; (BB) 307; (CC) 303 with Cone Clutch, No. 0204 with Plate Clutch; (DD & EE) 305.

1916 (Lt. 6-40)—(D & E) 310; (G & H) 0210; (J) 0306; (K) 406; (O) 205; (Q) 205; (AA) 308; (BB) 307; (DD & EE) 305.

1917 (6-40)—(F) 310; (G & H) 0201; (J) 306; (K) 406; (Q) 205; (BB) 308.

GLOBE—1916 (¼ Ton)—(G) Hy, 26219.

1916—12-1¼ Ton)—(G) Hy, 26084; (H) Hy, 26085.

1916-17-18 (1 Ton)—(F) Hy, 16670; (G & H) Hy, 26069.

1917 (Z Ton), 1918 (C & CC Z Ton)—(F) Hy, 26662; (G & H) Hy, 26356.

1918 (C & CC Z Ton)—(F) Hy, 26662; (G & H) Hy, 26388.

1917-18 (1½-2 Ton)—(AA) Hy, 17026; (BB) Hy, 16684; (DD & EE) Hy, 16506; (FF) Hy

1919 (A-1, 1 Ton)—Hy. Brgs.; (D & E) 16670; (G & H) 26069; (J & K) 26668; (AA) 17026 (CC & FF) 16820; (DD & EE) 16506; (GG) 29097.

GOLDEN WEST—1918 (Truck)—(AA) Tim, 419-412; (BB) 357-353; (DD & EE) 339-333.

1919 (4)—Tim. Brgs.; (A & D) 759-752; (B & E) 5752-5720; (G & H) 598-592; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (Prop. Shaft, Front and Rear) 463-4520.

1920 (H)—(A & D) 759-752; (B & E) 5752-5720; (G & H) 5757-5720; (Third Differential Main Bearings) 598-592; (Outer) 463-4520; (J) 559-552; (K) 6375E-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

GRAHAM—1920 (A-1½ Ton)—Tim. Brgs.; (A) 419-412; (B) 3191-3120; (D) 4559-4520; (E 3190-3120; (G & H) 335-3520; (J) 335-3320; (K) 417-412; (GG) Hy, 29097.

GRAMM—1915-16 (Mod. 66)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539-532.

1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

JRAMM-BERNSTEIN—1915 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320. 1915 (3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6356-6321; (E) 5355-5320.

1915 (3½ Ton)—Tim. Brgs.; (Á) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6356-6321; (E) 5355-5320.

1915 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

1919—(1½ Ton, Bevel or M. & S. Diff.)—(F) Hy, 16670; (C & H) Hy, 26069-26064; (K) Hy, 26668.

1920-21 (15)—(A) Bk, 435; (B) Bk, 316; (D) Hy, 16670; (E) 307DR; (G & H) Hy, 16069; (I, Q, FF, GG, KK & LL) Spec.; (J) 307DR; (K) Hy, 26668; (N) 309; (O) 205; (S, AA, BB) 307; (CC & DD) 305; (EE) 306.

1920-21 (20)—(A) Bk, 435; (B) Bk, 316; (F) 312DR; (G & H) 216; (J) 407; (K) 410DR; (O) 205; (P) 208; (CE) 309.

1920-21 (25)—(A) Bk, 4353; (B) Bk, 3360; (D & E) Bk, N215; (G & H) Bk, N217; (J & K) Bk, 537; (O) 205; (P) 308RT; (Q) 210RT; (AA) 209 and 310; (BB) 309DR; (CC) 306; (DD) 208; (EE) 309.

1920-21 (25)—(A) Bk, N312; (B) Bk, N308; (C, FF, KK & LL) Spec.; (D, E, G & H) Bk, 598; (J & K) Bk, 312; (O) 205; (P) 308RT; (Q) 210RT; (AA) 209 and 311; (BB) 311DR; (CC) 406; (DD) 309; (EE) 409.

1920-21 (50)—(A) Bk, N313; (B) Bk, N309; (C, FF, KK & LL) Spec.; (D, E, G & H) Bk, 779; (J & K) Bk, 6360-6323; (O) 205; (P) 308RT; (Q) 210RT; (AA) 209 and 311; (BB) 311DR; (CC) 406; (DD) 309; (EE) 409.

1920-21 (50)—(A) Bk, N313; (B) Bk, N309; (C, FF, KK & LL) Spec.; (D, E, G & H) Bk, 779; (J & K) Bk, 6360-6323; (O) 205; (P) 308RT; (Q) 210RT; (AA) 209 and 311; (BB) 311DR; (CC) 406; (DD) 309; (EE) 409.

1920-21 (65)—(A) Bk, 435; (B) Bk, 316; (D & E) Bk, N212; (G & H) Bk, N215; (J & K) Bk, 539; (O) 205; (P) 208; (Q, FF, GG, KK & LL) Spec.; (AA) 209 and 309; (BB) 309DR; (CC) 306; (DD) 200; (EE) 309.

3RANT—1915 (Mod. M)—(A) 2305; (B) 0304; (AA) Hy, 17016; (BB) 0305.

(CC) 306; (DD) 209; (EE) 309.

GRANT—1915 (Mod. M)—(A) 0305; (B) 0304; (AA) Hy, 17016; (BB) 0305.

1915-16 (Mods. T & V)—(D & E) 208; (J) 206; (K) 306; (O) 204; (AA) 208; (BB) 306.

1916-17-18-—(D & E)—Bower, 208A; (G & H) Hy, 26216.

1917 (Mod. K)—(D & E) 208; (J) 206; (K) 306; (O) 204; (AA) 208; (BB) 306.

1918 (Mod. Six G)—(A) Tim, 317-312; (B) Tim, 235-2330; (D & E) 208AX; (G & H) Hy. Radial 26216; (J) SR. 306; (K) DR. 307; (AA) 209; (BB) 306.

1918 (34 Ton)—(D) Tim, 420-413; (E) Tim, 319-313; (CC) Hy, 16950; (GC) Hy, 19107.

1918 (14 Ton)—(D) Tim, 4559-4520; (E) Tim, 319-312); (G & H) Tim, 355-3520; (J) Tim, 335-3320; (K) Tim, 417-412; (O) 205; (AA) 308; (BB) 307; (CC) Hy, 16950; (DD) 305; (EE) 306; (GG) Hy, 19107.

1918 (2 Ton)—(G) Tim, 375-3720; (H) Tim, 3762-3720; (J) Tim, 335-3320; (K) Tim, 417-412; (O) 205; (AB) 305DR.

1919 (14 Ton)—(D) Tim, 4559-4520; (E) Tim, 3190-3120; (G & H) Tim, 355-3520; (J) Tim, 335-3320; (K) Tim, 417-412; (O) 205; (AA) 308; (BB) 307; (CC) Hy, 16950; (DD) 305; (EE) 306; (FF) Hy, 16820; (GG) Hy, 29097.

1919 (15-16, 2 Ton)—(O) 205; (AA) 308; (BB) 307; (DD) 305; (EE) 306.

1920 (H)—(A) Bk, 317; (B) Bk, 235; (F) 309; (G & H) Bk, 355; (J) Bk, 257; (K) Bk, 334; (P) 209; (Q, GG) Spec.

1920 (24-3½ Ton)—(GG) Hy, 29097; (Auxiliary Shaft, Front and Rear) Hy, 16005.

GRAY (Tractor)—1919—(A & B) Tim, 385-383; (AA) 2-Hy, 17068 & 1-Hy, 17064; (BB)

GRAY (Tractor)—1919—(A & B) Tim, 385-383; (AA) 2-Hy, 17068 & 1-Hy, 17064; (BB) 2-Hy, 17182 & 2-Hy, 17132; (DD & EE) Hy, 17068; (GG) 2 No. 206; (KK) 2 No. 205; (LL) 205.

GREAT EAGLE—1914-15 (10 Pass.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B<sub>8</sub> 3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1916 (Great Eagle)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257.

GREAT WESTERN—1915-16 (6-40)—(D & E) Hy, 16779; (G & H) Hy, 26252.

GREAT WESTERN—1915-16 (-40) | De E L Ly, 1017-1, (Carly Control of the Control of

H. C. S.—1920-21—(A) 418; (B) 257; (G & H) Bk, N211S; (CC) Hy, 16820; (DD & EE) Ну, 17779.

HACKETT—1917-18—(D & E) Hy, 16018; (G & H) Hy, 26063; (BB) 207; (CC) 305.

HAHN—1915-16-17 (C 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720 (1916 Mod. C] uses Tim. 456C-454 on L. H. Differential); (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312. 1915-16-17 (Mod. E-D 1)2-2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-320; (D & E) 5553-5520; (G & H) 559C-532; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 316-312. (E) 5755-5720; (G & H) 5756-5720; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.

(E) 5755-5720; (G & H) 5756-5720; (J & K) 509C-502; (AA) 537-5320; (BB, DD & EL) 335-3320.

1917 (Mod. F 3½-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (DD & EE) 415-412.

1918 (¾ Ton)—(D) Bower, 308N; (E) 306AL; (Jackshaft) 306AL; (AA) Hy, 27797; (DD & EE) Hy, 26972; (FF) Hy, 26956.

1919—Tim. Brgs. on all models (1 Ton)—(A) 419-412; (B & E) 3191-3120; (D) 4559-4520; (G & H) 355-3520; (J) 335-3320; (K) 417-412.

1919 (2 Ton)—(A) 4554-4520; (B) 3381-3320; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 419-412; (B) 3191-3120.

1919 (2 1 on)—(A) 4504-452(); (B) 5381-5320; (G) 570-572(); (H) 5702-572(); (G) 5351-5320; (K) 4368-4320.

1920 (1 Ton)—(A) 419-412; (B) 3191-3120.

1920 (D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (AA & BB) 357-353; (DD & EE) 339-333.

1920 (E)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 355-3520; (G & H) 559-552; (J) 5578E-5521; (AA) 337-3320; (BB, DD & EE) 335-3320.

1920 (F)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5756-5720; (G & H) 5756-5720; (J) 559-552; (K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1920 (G)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1920 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (D, G & E) 316-312.

HAL—1916-17 (Mod. 21)—(O) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 30&c (DD) Hy. 16497; (EE) Hy, 16497. (DD) 206; (EE) 306. (EE

HALL—1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (DD & EE) 339-333.

EE) 339-333. 1916 (3½ Ton)—Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE)

(E) 5755-5720; (G & H) 5756-570; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.

1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 337-3320; (BB, DD & EE) 335-3320.

1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (G) 375-5-320; (H) 395-3920; (J) 336-3320; (K) 456-4520; (AA & BB) 357-353; (DD & EE) 339-333.

1917-18 (2 Ton)—(AA) Hy, 17026; (BB) Hy, 16684; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1919 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1919 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 5590-5520; (K) 6359-6320; (AA) 419-412; (BB) 357-355; (DD & EE) 

1919 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-532; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (GC) Hy, 29097.

HALL—Continued

1920 (2 Ton)—(GG) Hy, 29097.

1920 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6357E-6320; (AA) 419-412; (BB) 357-353; (DD & EE) 339-333; (GG) Hy, 29097.

1920 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6521; (E) 6552-6521; (J) 6375E-6323; (K) 6455E-6422; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (GG) Hy, 29097.

HALLIDAY—1919-20—(CC) Hy, 16950.

HAMIIN\_HOLMES—1921—(C) (Outer Race) Hy, 33015; (Inner Race Roller) Hy, 02073; (DD & COMPANDED)

HAMLIN-HOLMES—1921—(C) (Outer Race) Hy, 33015; (Inner Race Roller) Hy, 02073 (C) 209; (D) Hy, 18295; (E) 305DR; (G) 0210R; (H) 0310R; (O) 202; (AA) 209; (BB) 307DR.

HANDLEY-KNIGHT—1921 (Mod. A) Tim. Brgs. from A-K—(A) 415-412A; (B) 2382-2330; (C) 3656B-3620; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (O) 205; (Q, R, KK & LL) Spec.; (AA) 308; (BB) 307; (DD) 305; (EE) 306.

ANSON SIX—1920-21 (54,60)—Tim. Brgs. from A-K—(A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 3598-3520; (J) 2785-2720; (K) 3381-3320; (O & CC) 205; (S) 308 (DD & EE) 305. HANSON SIX

HARVARD—1916—(D & E) Hy, 16076; (G & H) Hy, 16076.

1917 (4-20)—(D & E) Hy, 16076; (G & H) Hy, 26269.

HARROUN—1917—(A) Tim, 257-2530; (B) Tim, 1751-1730; (F) 309; (G & H) Tim, 288-284.

Ann, 0209; (J) Tim, 276-2720; (K) Tim, 3191-3120; Ann, 406; (AA) 207; (BB) 306.

1920 (AA-2)—(O) 205; (A) 207DR; (BB) 305DR.

1920 (AA-2)—(O) 205; (A) 207DR; (BB) 305DR.

HARVEY—1917 (W-K 3 Ton, H 3½ Ton)—(D & E) Bower, 317NDT; Tim. Brgs.; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1917-18 (WKA 5 Ton)—(D & E) Bower, 319NDT.

1918 (2 Ton)—Tim. Brgs.; (AA) 419-412; (BB) 357-353; (DD & EE) 339-333.

1918 (WFA 2½ Ton)—Tim. Brgs.; (AA) 419-412; (BB) 336-3320; (DD & EE) 339-3320.

1918 (WK 3, 3½ Ton)—(AA) 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412.

1920 (W-E-A 1½ Ton)—(A) 310DR; (B) 308DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205; (AA & BB) 307; (DD) 305; (EE) 306.

1920 (W-FA 2½ Ton)—(A) 310DR; (B) 309DR; (F) 314DR; (G & H) 217DR; (J & K) 408; (O) 205.

1920 (W-HA 3½ Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 410: (O) 205.

410 · (O) 205

HASSLER—1917 (Mod. C)—Right Hand Wheel End, Hy, 16080; Left Hand, 16079; (G) Hy, 16080; (H) Hy, 16079.

Hy, 16080; (H) Hy, 16078.

HATF1ELD—1917 (Mod. 6)—(D & E) Bower, 208A.

HAWKEYE—1918 (L-2 Ton)—(F) Hy, 26662; (G & H) Hy, 26388; (K) Hy, 26777.

1917-18—(H & J-1½ Ton)—(D & E) Bower, 308NDT; (F) Hy, 16670; (G & H) Hy, 26669; (K) Hy, 26668; (P) Hy, 26669; (P) Hy, 16670; (E, J, AA & BB) 307; (G & H) Hy, 26669; (I) 234; (K) Hy, 26668; (N) 308; (O) 205; (Q) 212; (CC) 304; (DD & EE) 306.

1919-20 (M)—(A) Br, 91; (B) Br, 581; (D) Hy, 26662; (E, N) 308; (G & H) Hy, 26057; (I) 53; (J) 307; (K) 26777; (O) 205; (Q) 212.

b5; (J) 307; (K) 26777; (O) 205; (Q) 212.

HAYNES—1916-17 (6 & 12)—(A) 308; (B) 305; (F) 311; (G & H) 210 WRT; (J) 305; (K) 307; (Q) 205; (AA) 209; (BB) 307; (DD) 305; (EE) 306.

1917 (Light C)—(A) 0307; (B) 0306; (F) 309; (G & H) 0209; (J) 0307; (K) 0308; (AA) 208; (BB) 306.

1918-19—(A) Gur. 308D PRT; (B) 305RT; (F) 211R; (G & H) 210W RT; (J) 305; (K) 307.

1919-20-21 (45, 46, 47, 48)—(A) 308DR; (B) 305RT; (F) 211DR; (G & H) 210; (J) 1510; (J) 307DR; (K) 305DR; (Q) 209 Spec.; (R) Spec.; (AA) 209; (BB) 307DR; (CC) Hy, 16953; (DD & EE) 306.

EBB—1918-20 (Lincoln 1½ Ton)—(A) Tim, 435-4320; (B) Tim, 3191-3120. 1918-20 (Washington 2½ Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (AA) Tim, 419 412; (BB) Tim, 357-353; (DD & EE) Tim, 339-333.

HENDERSON BROS.—1916 (Mod. C-2)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T 4320; (G & H) 375T-3720; (J & K) 4365-4320; (AA) 277-274; (BB) 339-333. 1916 (Mod. D)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E, 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 277-274; (BB) 339-333.

375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 277-274; (BB) 339-333. 
HENDRICKSON—1915-16-17 (D 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; D) 4553-4520; (E) 3762-3720; (G) 559C-552; (K) 456C-454; (J & K) 539C-532. 
1915-16 (1½, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532. 
1917 (31½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552. 
1918—Tim. Brgs. from A-K on all models (D-1 Ton)—(A) 4558-4520; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 4568-453; (GG) Hy, 29097. 
1918 (E-2 Ton)—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (GG) Hy, 29097. 
1918 (F-3½ Ton)—(A) 4558-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 559C-552; (J & K) 539C-552; (GG) Hy, 29097. 
1920 (K-2 Ton)—(A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559C-552; (J) 539E-532; (K) 5378E-5521; (GG) Hy, 29097. 
1920 (J-4 Ton)—(A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 590-552; (J) 539E-532; (K) 6359-6320. 
1920 (J-4 Ton)—(A) 4558-4520; (B) 3561-5320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6359-6320. 
1920 (K-5 Ton)—(A) 5550-5520; (B) 5351-5320; (C) 443-4320; (D) G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (G G Hy, 29097. 
HERFF BROOKS—1915—(A) Bower, 357T: (B) Bower, 315T: (G & H) Hy, 26216; (DD & H) FERF BROOKS—1915—(A) Bower, 357T: (B) Bower, 315T; (G & H) Hy, 26216; (DD & H) FERF BROOKS—1915—(A) Bower, 357T: (B) Bower, 315T; (G & H) Hy, 26216; (DD & H) FERF BROOKS—1915—(A) Bower, 357T: (B) Bower, 315T; (G & H) Hy, 26216; (DD & H) FERF BROOKS—1915—(A) Bower, 357T: (B) Bower, 315T; (G & H) Hy, 26216; (DD & H) FERF BROOKS—1915—(A) Bower, 357T: (B) Bower, 315T; (G & H) Hy, 26216; (DD & H) FERF BROOKS—1915—(A) Bower, 357T: (B) Bower, 315T; (G & H) Hy, 26216; (DD & H) FERF BROOKS—1915—(A) Bower

HERFF BROOKS-1915-(A) Bower, 357T; (B) Bower, 315T; (G & H) Hy, 26216; (DD &

HIGRADE—1919 (A-17-¾ Ton)—(GG) Hy, 29097. 1920 (A-18, 1 Ton, B-20, 1½ Ton)—(GG) Hy, 29095.

HOLLIER-1916 (F) 310; (G & H) 0310; Hy, 26226; (J) 0208; (K) 0308; (AA) 208; (DD

HOLMES—1919 (A) Tim, 415-412A; (B) Tim, 2382-2330; (F) Tim, 458T-454; (G & H) Tim, 375T-3720; (J) Tim, 317-312; (K) Tim, 439T-432; (O) 205; (Q) 209; (AA) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) 306; (CC) 235.
1915 (Mod. 45)—(J) 0307; (K) 0407; (C) 0208; (AA) 1212; (BB) 307; (DD & EE) 1306.
1916 (Mod. 34)—(D & E) Hy, 16779; (G & H) Hy, 26056; (J) 0207; (K) 0307; (O) 0305;

1916 (Mod. 68)—(A) 1308; (B) 1305; (D) 1310; (E) 1210; (J) 0207; (K) 0407; (O) 0305

1916 (Mod. 68)—(A) 1308; (B) 1305; (D) 1310; (E) 1210; (J) 0207; (K) 0407; (O) 0305; (AA) 307.
1914 (Olympic 40)—(D & E) Hy, 16032 & 16792; (G & H) Hy, 26056; (J) ND 0207; (K) ND 0407.
1916 (348)—(A) Bower, 308AL; (B) Bower, 305AL; (D & E) Hy, 16779; (G & H) Hy, 26056; 1917 (3-49)—(D & E) Hy, 16779; (G & H) Hy, 26056; (J) 0208; (K) 0407; (O) 205; (E) 307 (Mod. 30)—(T) 308; (U) 309; (AA) 307; (BB) 305; (CC) 306. (Mod. 32)—(J) 205; (K) 305; (AA) 210; (BB) 307. (Mods. 50, 51 & 52)—(AA) 308; (BB) 307.
1918 (all)—(D & E) Hy, 16779; (G & H) Hy, 26056; (AA) Hy, 27797; (BB) Hy, 27899; (DD & EE) Hy, 26972; (FF) Hy, 26956.
1920 (All Mod.)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (C) 3656B-3620; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) B277-27; (B339-333).

HORNER—1913-14-15-16 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; (G & H) 3762-3720; (J & K) 3362-3320; (AA) 357-353; (BB) 419-412; (DD & EE) 339-333. 1913-14-15-16 (1½, 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (G & H) 3762-3720; (J & K) 3362-3320; (AA) 357-353; (BB) 419-412; (DD & EE) 339-333. 1915 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G) 5552-5520; (H) 395-3920; (J) 4554-4520; (K) 3762-3720; (AA) 439-4320; (BB) 437-4320; (DD & EE) 415-412. 1916(3 Ton)—Tim. Brgs.; (A) 5550-5520; (B & E) 5351-5329; (C) 5354-5320; (D) 6457-6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K5354) 3520.

1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520.

1917 (Mod. A)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363.

1917 (1 Ton)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320; (G & H) 3762-3720; (J & K) 3362-3320; (AA) 337-3329; (BB, DD & EE) 335-3320.

1917 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 337-3320; (DD & EE) 335-3320.

-3320

(E) 3735-3720; (G & H) 5750-5720; (J & K) 539C-552; (AA & BB) 337-3320; (DD & EE) 335-3320.

1917 (1½ & 2 Ton)—Tim. Brgs.; (A & B) 337-3320; (DD & EE) 335-3320.

1917 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5351-5320; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520; (AA & BB) 337-3320; (DD & EE) 335-3320.

1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G) 5552-5520; (H) 395-3920; (J) 4554-4520; (K) 454-4520; (AA) 439-4320; (BB) 335-3320; (DD & EE) 415-412.

1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; (DD & EE) 415-412.

1917 (G 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D) 4553-4520; (E) 3762-3720; (C) 5550-552; (J & K) 5390-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (G 1½, 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; (G & H) 5590-552; (J & K) 5390-532; (AA) 337-3320; (DD & EE) 335-3320.

1917 (G 1½, 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; (G & H) 5590-552; (J & K) 5390-532; (AA) 387-3320; (DD & EE) 335-3320.

1917 (G 1½, 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; (G & H) 5590-552; (J & K) 5390-532; (AA) & BB) 307; (CC) 304; (DD & EE) 306.

HOWARD—(Mod. 6)—(O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

HOWARD CO., A.—1917—(K) 307; (Q) 205; (AA & BB) 307; (CC) 304; (DD & EE) 305.

HOWARD CO., A.—1917—(K) 307; (Q) 205; (AA & BB) 307; (CC) 304; (DD & EE) 305.

HUDSON—1915 (54 6-Cyl.)—Tim. Brgs.; (A) 418-412; (B) 316-312; (C) 3657B-3620; (D & E) 375-3720; (G) 375T-3720; (H) 455-453; (J) 375-3720; (K) 4367-4320; (AA) Ann, 211; (BB) Ann, 308; (DD & EE) 306.

1955-16 (G-6-40)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (E) 375-3720; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) Bower, 210; Hy, 17026; (BB) Bower, 307; Hy, 16684; (DD) Hy, 16506; (EE) Bower, N305; Hy, 16506; (FF) Hy, 16820.

1917 (Super 6-H)—(A) Tim, 337-3320 or 3381-3320; (B) Tim, 236-2330 or 2883-2330; (D) Tim, 455T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (AA) Hy, 17026; (BB) Hy, 16884; (DD) Hy, 16506; (EE) Hy, 16506; (FF) Hy, 16820.

1918 (Super 6-J & 4-J)—(A) Tim, 415-412; (B) Tim, 2382-2330; (D & E) Tim, 485T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (AA) Hy, 17026; (BB) Hy, 16684; (DD) Hy, 16506; (EE) Hy, 16506; (FF) Hy, 16820.

1919—Tim. Brgs. from A-K; (A) 415-412A; (B) 2382-2330; (D) 458T-454; (G & H) 375T; (J) 317-312; (K) 439T-432; (AA) Hy, 17026; (BB) Hy, 16684; (CC, FF) Hy, 16820; (DD & EE) Hy, 16506; Generator Hy, 620002.

1920—Tim. Brgs. from A-K; (A) 415-412A; (B) 315-312; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) Hy, 47026; (BB) Hy, 46684; (CC & FF) Hy, 16820; (DD & EE) Hy, 16506; Generator Hy, 620002.

HUFFMAN—1918 (2 Ton)—Tim. Brgs. from A-K; (A) 435-4320; (B) 3191-3120; (D) 4559-

HUFFMAN—1918 (2 Ton)—Tim. Brgs. from A-K; (A) 435-4320; (B) 3191-3120; (D) 4559-4520; (E) 3190-3120; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320. 1920-21 (B, C-1½ Ton)—Tim. Brgs. from A-K; (A) 435-4320; (B) 3191-3120; (D) 4559-4520; (E) 3190-3120; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306. 1920-21 (6)—(A) Br, 366TXL; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57923

HUPMOBILE-1915 ("H T")-(G & H) Hy, 26991; (BB) Hy, 16995; (DD) Hy, 16993; (EE)

HUPMOBILE—1915 ("H 1")—(G & H) Hy, 2603; (E2) Hy (1694.

1916-17 (Mod. N)—(A) Tim, 277-274; (B) Tim, 237-233; (F) 310; (G & H) 0210; (J) 1306; (K) 1406; (AA) 0211 (on wire wheels use Tim, 318-314 on Front Axle); (DD) Hy, 16993; (EE) Hy, 16994.

(Mod. H-HA)—(AA) 305; (DD & EE) Hy, 16993 & 16994; (GG) ND 03.

(Mod. N-K)—(A) 305; (B) 208; (F) Mod. K210D Mod. N310RT; (G & H) 210WS; (J) 306D; (K) 406RT; (Q) 213HS; (AA & BB) 213; (DD) Hy, 16993; (EE) Hy, 16994.

1917—(F) 0308; (G & H) 0210; (K) 407; (DD) Hy, 16993; (EE) Hy, 16994.

1918—19 (Mod. R)—(D & E) Hy, 16691; (G & H) Hy, 26401; (J) 316; (K) 334; (DD & EE) Hy, 26972.

HURLBURT-1917 (11/2 Ton)-Tim. Brgs.; (AA) 337-3330; (BB) 335-3320; (DD & EE) 1917 (2, 3½ X 5 Ton)—Tim. Brgs.; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415-412. 1917 (W. F. 2, 7-Ton)—Tim. Brgs.; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412. 1920 (2, 5-Ton)—(GG) Hy, 29097.

IMPERIAL—1915 (Mod. 34)—(D & E) Hy, 16792; (G & H) Hy, 26056; (J) 0207; (K) 307; (AA) 208; (BB) 207; (DD & EE) 305.
1916 (All)—(D & E) Hy, 16779; (G & H) Hy, 26252.

1916 (All)—(D & E) Hy, 16779; (G & H) Hy, 26252.

INDEPENDENT—1919 (F-1 Ton)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (J) 307DR; (K) 407; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

1919 (E-1½ Ton)—(J) 306DR; (K) 406; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1919 (A-2 Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (G) Hy, 26084; (H) Hy, 26085; (J) 307DR; (K) 407; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

1919 (H-4 Ton)—(A) Tim, 4553-4520; (B) 4365-4320.

1919 (H-2)—(A) Tim, 4554; (B) Tim, 3360; (GG) Hy, 29097.

1920 (F)—(A) 435; (B) Tim, 3191; (GG) Hy, 29097.

1920 (K)—(A) Tim, 4553; (B) Tim, 4365.

1920 (K)—(A) Tim, 4553; (B) Tim, 4365.

1920 (I)—(Ton)—(H) 208DR; (J) 306DR; (K) 406; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920 (2 Ton)—(J) 307DR; (K) 407; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

305; (EE) 306.

1920 (2 Ton)—(J) 307DR; (K) 407; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

INDIANA—1914-15 (B 1½-Ton)—(A) 310; (B) 309; (D) 311; (E) 310; (G & H) 212; (O) 205; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.

1914-15 (F 3-Ton)—(A) 312; (B) 311; (D) 313; (E) 312; (G & H) 212; (AA) Hy, 27789; (BR) Hy, 27896; (DD & EE) Hy, 16748.

1914-15 (K 5-Ton)—(A) 315; (B) 314; (D) 316; (E) 315; (G & H) 212; (A) Hy, 27789; (BR) Hy, 27896; (DD & EE) Hy, 16748.

1916 (Mod. S)—(A) 308; (B) 307; (D) 212; (E) 211; (G & H) 211; (J) 207; (O) 205.

1916-17 (L 5-Ton)—(A) 315; (B) 314; (F) 319; (G & H) 219; (J) 409; (K) 410; (AA) Hy, 57789; (BB) Hy, 57896; (DD & EE) Hy, 16748.

1917 (Mod. D)—(A) 310; (B) 308; (E) 314; (G & H) 217; (J & K) 408; (O) 205; (A) 207; (DD & EE) Hy, 26972; (M) 3107D.

1917 (Mod. D)—(A) 310; (B) 308; (E) 314; (G & H) 217; (J & K) 408; (O) 205; (AA) 207; (DD & EE) Hy, 26973; (DD & EE) Hy, 26972; (M) 3107D.

1917 (Mod. R)—(A) 312; (B) 311; (E) 317; (G & H) 219; (J) 409; (K) 410; (M) 3110D; (O) 205; (AA) 207; (BB) Hy, 26557; (DD & EE) Hy, 16698; (I) SKF, 918.

1917 (Mod. L)—(A) 312; (B) 311; (E) 319; (G & H) 219; (I) SKF, 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (AA) Hy, 57896; (DD & EE) Hy, 16748.

1917 (Mod. T 1-Ton)—(A) 308; (B) 307; (E) 311; (F) 311; (G & H) 0211; (J) 307; (K) 408; (O) 205; (AA) Hy, 27797; (DD & EE) Hy, 26972.

1917 (Mod. S 1-Ton)—(A) 308; (B) 307; (E) 311; (F) 311; (F) 319; (G & H) 211; (J & K) 208; (M) 2111F; (J) 205; (AA) Hy, 17797; (BB) Hy, 17899; (DD & EE) Hy, 16972; (FF) Hy, 26956.

1918 (Mod. D 2-Ton)—(A) 310; (B) 308; (F) 314; (G & H) 217; (J & K) 408; (M) 3107D; (O) 205; (Q) 308; (AA) Tim, 336; (BB) Tim, 357; (DD & EE) 339.

1918 (Mod. L 5-Ton)—(A) 312; (B) 311; (F) 319; (G & H) 216; (J) SKF, 918; (J) 409; (K) 410; (M) Rh, 3110D; (O) 205; (Q) 308; (AA & BB) Tim, 337; (DD & EE) Tim, 415-412.

1918 (Mod. L 5-Ton)—(A) 310; (B) 308; (F) 312; (G & H) 216; (J) 407; (K) 4109; (K) 410; (M) 3110D; (O) 205; (Q) 308; (AA & BB) Tim, 337; (DD & EE) Tim, 319-313.

INDIANA—Continued

1919 (20-2 Ton)—(A) 310DR; (B) 309DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205; (Clutch Housing, Rear) 308.

1919-20-21 (35-3½ Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 410; (O) 205; (Clutch Housing, Rear) 308.

1919 (50-5 Ton)—(A) 312DR; (B) 311DR; (F) 319DR; (G & H) 219DR; (J) 409; (K) 410; (O) 205; (Clutch Housing, Rear) 308.

1920-21 (12-1½ Ton)—(A) Bk, N308DR; (B) Bk, N307DR; (F) 311DR; (G & H) 215DR; (J) 407; (K) 410DR; (O) 205; (Clutch Housing, Rear) 308; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.

1920-21 (20-2 Ton)—(A) Bk, N310DR; (B) Bk, N308DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205; (Clutch Housing, Rear) 308.

1920-21 (25-2½ Ton)—(A) Bk, N310DR; (B) Bk, N308DR; (F) 314DR; (G & H) 217DR; (O) 205; (Clutch Housing, Rear) 308.

1920-21 (50-5 Ton)—(A) Bk, 312DR; (B) Bk, 311DR; (G & H) 219; (J) 409; (K) 410; (O) 205; (Clutch Housing, Rear) 308.

1920-21 (50-5 Ton)—(A) Bk, 312DR; (B) Bk, 311DR; (G & H) 219; (J) 409; (K) 410; (O) 205; (Clutch Housing, Rear) 308; (HH) Hy, 27095.

INTERNATIONAL HARVESTER—1915-16 (N. E. 1,500 lbs.)—Tim Brgs.; (A) 2760-2720; (B) 2150-2120; (D) 3554-3520; (E) 3156-3120.

1916-17 (1,500-2,000 lbs.)—Tim. Brgs.; (A) 419-412; (B) 317-312; (D) Bower, 309N; Hy, 16667; (E) Bower, 306N; Hy, 16667; (Jackshaft) Bower, 306NDT; (G & H) Hy, 16667; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1917-18-19 (K-1½, G-2 Ton)—(D & E) Hy, 16667; (G & H) Hy, 16667.

1918 (3½ Ton)—(D) Hy, 56756; (E) Hy, 47893; (G & H) Hy, 16667.

1919 (3½ Ton)—(D) Hy, 56756; (E) Hy, 47893; (G & H) Hy, 27884. JONES—1916-17-18 (6)—(D & E) Hy, 16691; (G & H) Hy, 26062; (AA) Hy, 27797; (BB)-Hy, 27899; (DD & EE) 26972; (FF) Hy, 26956.

1918 (1 Ton)—(H) Hy, 26219; (AA) Hy, 27791; (DD) Hy, 17014; (EE) 16506.

1918 (2 Ton)—(G) Hy, 26084; (H) Hy, 26085; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16561.

1919 (1 Ton)—(G) Hy, 26219; (AA) Hy, 27797.

1920 (2550 F, R)—(A) Bk, N307; (B) Bk, N305; (D & E) Bk, 276-27; (G & H) Bk, N210; (K) Bk, 3191-3110; (J) Bk, N308.

1920 (3070-F-R)—(A) Bk, N308; (B) Bk, 316-31; (D & E) Bk, N209; (G & H) Bk, N210; (K) Bk, N307; (J) Bk, 537-53. (R) BK, N307; (J) BK, 537-55.

JORDAN—1917 (Mod. B)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (E) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-413; (O) ND. 1205; (BB) ND. 1307.

1918 (C)—Tim. Brgs. from A-K—(A) 415-412; (B) 2382-2330; (D) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432; (O) 205; (AA) 208DR.
1919 (F)—Tim. Brgs. from A-K—(A) 415-412A; (B) 2382-2330; (F) 458T-454; (G & H) 377-3720; (J) 3196-312; (K) 439T-432; (O) 205; (P) 308; (Q) 210; (AA) 208DR; (BB) 307; (DD & EE) 305; (KK & LL) Spec.

1920 (F)—Tim. Brgs. from A-K—(A) 415-412A; (B) 2382-2330; (F) 458T-454; (G & H) 377-3720; (J) 3196-312; (K) 439T-432; (O) 205; (P) 308; (Q), AA) 210; (BB) 307; (DD & EE) 305; (KK & LL) Spec.

1920 (M)—Tim. Brgs. from A-K—(A) 317-312; (B) 2687-2620; (F) 415T-412A; (G & H) 3598-3520; (J) 2785-2720; (K) 3381-3320; (O) 205; (P, Q & AA) 210; (BB) 307; (KK & LL) Spec. KALAMAZOO—1920-21 (G)—(A) Tim, 3762-3720; (B) 3360-3320; (F) B. 311DR; (G & H) 213; (J) 407; (M) 5407DR; (O) 205; (P) 208; (Q) 620 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (GG) C-2785.

1920-21 (H)—(A) SRB. N310; (B) SRB. N308; (F) 3141; (G & H) 217; (J) 408; (M) 408-3107D; (O) 205; (P) 208; (Q) 620 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (GG) C2785.

1920-21 (K)—(A) N312; (B) N311; (F) 317; (G) 219; (I) 918; (J) 409; (M) 410-3110D; (O) 205; (P) 208; (Q) 620 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (GG) C2785. INTERNATIONAL (Truck)—1914 (S 2nd Ser.)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4520; (E) 4361-4320.

1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4320; (E) 4361-4320.

1914 (1½, 2 Ton)—Tim. Brgs.; A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320.

1914 (73½-Ton)—Tim. Brgs.; (A) 5557-5520; (B) 4367-4320; (D) 6552-6521; (E) 6354-6321.

1915 (AB 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1915 (AB 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916 (AB 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 4553-4520; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320. KANKAKEE—1919-20 (E, P)—(A) Tim, 4554; (B) Tim, 3360; (D) Br, S-20; (E) Br, S-19; (G) Hy, TR. 34; (H) Hy, Tr-38; (J) Hy, 3-D-TR; (K) Hy, TR-8; (N) 307; (O) 205; (P) 211; (Q) 3806; (S & AA) 4001; (BB) 307; (DD & EE) 17789; (GC) C1161; (K) BA-48. 335-3320; (G& H) 559C-532; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1916 (AB 1½-Ton Chain)—Tim. Brgs.; (A & D) 4558-4520; (B) 3360-3320; (C) 341-3320; (E) 4361-4320; (G & H) 395-3920; (J) 3752-2720; (K) 3554-3520; (AA, BB, DD & EE) 335-3320; (GC) 1550-1630. KEARNS—1918 (D ½ Ton)—(D & E) Bower, 208A. 1920 (H ¾, N, ½ Ton)—(CC) Hy, 16950. KEELAND ELEC. TRUCK-1919 (A, B)-Tim, Brgs.; (A & D) 3750-3720; (B & E) 3350-335-3320; (GG) 1550-1530.

1916 (AC 3½-Ton)—Tim. Brgs.; (A) 5556-5520; (B & E) 5355-5320; (D) 6356-6321; (G & H) 5557-5520; (J) 3360-3320; (K) 3362-3320; (AA) 455-4520; (BB) 539-532; (DD & EE) 5355-5320.

1916 (AC 5½-Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & J) 5557-5520; (K) 3360-3320; (AA) 455-4520; (BB) 539-523; (DD & EE) 1919 (D)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (Sprocket Shaft) 375-3720 KELLY-SPRINGFIELD—1915 (O-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5520; (D) 6550-6521; (E) 635a-6321; (G & H) 3955-3920; (C) Tim., 443-4320; (E) Bower, 316N; (G & H) Tim., 5756-5720; (J) & Tim., 559-552; (N) Dr. Shaft Hy, 16969; (AA) Hy, 26557; (BB) Hy, 26097; (CC) K-128 Covert; (DD & EE) Hy, 16698; (GG) 820 & 2360 SKF. (K 40 & 45)—(A) Tim., 5550-5520; (B) Tim., 5351-5620; (C) Fen-31 Std. Roller; (D) Tim., 6356-6321; (E) Tim., 5355-5320; (G & H) Tim., 3955-3920; (J) Tim., 4364-4320; (N) Hy, 16979; (AA) Hy, 57889; (BB) Hy, 57896; (CC) K-128 Covert; (DD & EE) Hy, 16748; (FF) K-106A Covert. 1917 (AB 1-Ton Chain)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 4361-432; (G & H) 395-3920; (J) 2753-2720; (K) 3554-3520; (AA) 337-3320; (BB, DD & EE) 335-3320 335-3320.

1917 (AB 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-432; (AA) 337-3320; (BB, DD & EE) 335-3320; (GC) 1550-1530.

1917 (AB 1½-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559-552; (J) 235-2330; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) 1550-1530.

1917 (AC 5½, 7½ Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & X) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532; (DD & EE) 5355-5320; (GC) 1550-1530.

1918 (A, B, 1 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320. 16979; (AA) Hy, 57889; (BB) Hy, 57896; (CC) K-128 Covert; (DD & EE) Hy, 16748; (FF) K-106A Covert.

(K 50 & 60)—(A) Tim, 5550-5520; (G) Tim, 5311-5320; (C) Fen-31 Std. Roller; (D) Tim, 655a-6521; (E) Tim, 6359-63210 (G & H) Tim, 3955-3920; (J) Tim, 4354-5320; (N) Dr Shaft Hy, 16979; (AA) Hy, 56493; (BB) Hy, 56687; (CC) F-128 Covert; (DD & EE) Hy, 16686; (FF) F-106-A Covert.

1916-17-18 (K-31 1½ Ton)—(A) Bower, 5351T; (B) Bower, 3360T; (D) Bower, 3958T; (E) Bower, 3556T; (G & H) Hy, 26056; Hoist Brg., Hy, 16698.

1917-18 (K-32 1½ Ton)—(F) Bower, 316NDT.

1917-18 (K-32 1½ Ton)—(B) Bower, 316NDT.

1920-21 (K31, 1½ Ton)—(A) Br, 5351T; (B) Br, 3360T; (D) Br, 3958T; (E) Br, 3556T; (G, H & Jackshaft, Inner and Outer) Hy, 26056; (M & N) Hy, 26827; (AA) Hy, 26733; (BB) Hy, 27794; (CC) Covert; G1-128; (DD & EE) Hy, 16516; (GG) 205-303.

1920-21 (K32, 1½ Ton)—(A) Br, 5351T; (B) Br, 3360T; (F) Br, 314N; (G, H and Jackshaft, Inner and Outer) Tim, 6453-6420; (L & M) Tim, 539-532; (N) Hy, 26827; (AA) Hy, 26733; (BB) 27794; (CC) Covert G1-128; (DD & EE) Hy, 16516; (GG) 205-303.

1920-21 (K32, 1½ Ton)—(A) Br, 5351T; (B) Br, 3360T; (F) Br, 314N; (G, H & Jackshaft, Inner and Outer) 216DR; (L) 407; (M) 410DR; (N) Hy, 26827; (AA) Hy, 26733; (BB) Hy, 27794; (CC) Covert G1-128; (DD & EE) Hy, 16516; (GG) 205-303.

1920-21 (K34, 1½ Ton)—(A) Br, 5351T; (B) Br, 3360T; (F) Br, 314N; (G, H & Jackshaft, Inner and Outer) 216DR; (L) 407; (M) 410DR; (N) Hy, 26827; (AA) Hy, 26733; (BB) Hy, 27794; (CC) Covert G1-128; (GG) 205-303.

1920-21 (K34, 1½ Ton)—(A) Br, 5351T; (B) Br, 3360T; (F) Br, 314N; (G, H & Jackshaft, Inner and Outer) Tim, 6453-6420; (L & R) Tim, 539-532; (O) 205; (AA, DD & EE) 308; (BB) 212; (CC) Covert G1-128; (GG) 205-303.

1920-21 (K34, 1½ Ton)—(A) Br, 5351T; (B) Br, 3360T; (F) Br, 314N; (G, H X Jackshaft, Inner and Outer) Tim, 6453-6420; (L & R) Tim, 539-532; (O) 205; (AA, DD & EE) 308; (BB) 212; (CC) Covert G1-128; (GG) 205-303.

1920-21 (K34, 1½ Ton)—(A) Br, 5551T; (B) Br, 5360T; (F) Br, 314N; (G, H X Jackshaft, Inner and Ou 3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1918 (A, B, 1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) 305; (Q) 209RT; (AA) 337-3320; (BB, DD & EE) 335-3320; (G & H) 559C-552; (J & K) 539C-532; (O) 305; (Q) 209RT; (AA) 337-3320; (BB, DD & EE) 335-3320; (G & H) 5557-5520; (J & K) 5556-5520; (B, E, DD & EE) 5355-5320; (D) 6356-6321; (G, H, & K) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532; (GG) 550-530; (Generator) 235-2330.

1918 (A, C, 5½, 7½ Ton)—Tim. Brgs.; (A) 6356-6321; (B, DD & EE) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & K) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532; (GG) 550-530.

1918 (A, C, 5½, 7½ Ton)—Tim. Brgs.; (A) 6356-6321; (B, DD & EE) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & K) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532; (GG) 550-530.

1918 (A, C, 5½, 7½ Ton Worm Drive)—Tim. Brgs.; (A) 4550-4520; (B) 3556-3520; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (Motor Cross Shaft, R. & L. Hand) 235-2330; (AA & BB) 357-353; (DD & EE) 339-333.

1920 (A, B, 1½, 7) Ton Chain Drive)—Tim. Brgs.; (A & 50) 4550-4520; (B) 3556-3520; (E) 4361-4320; (G & H) 395-3920; (J) 2755-2720; (K) 4364-4320; (Motor Cross Shaft, R. & L. Hand) 235-2330; (AA & BB) 357-353; (DD & EE) 339-333.

1920 (AB, 1½, 2, 2½ Ton Dual Reduction)—Tim. Brgs.; (A) 4550-4520; (B) 3556-3520; (D & E) 5355-5320; (G & H) 395-3920; (J) 2755-2720; (K) 4364-4320; (Motor Cross Shaft, R. & L. Hand) 4553-4520; (Motor Cross Shaft, R. & L. Hand) 235-2330; (AA & BB) 357-353; (DD & EE) 339-333.

1920 (AB, 1½, 2, 2½ Ton Dual Reduction)—Tim. Brgs.; (A) 4550-4520; (B) 3566-3520; (D & E) 5355-5520; (G & H) 5557-5520; (G & H) 5557-205-303 1920-21 (K36-2½ Ton)—(A) Tim, 4550-4520; (B) 4361-4320; (C) 443-4320; (F) Br, 316N, (G, H & Jackshaft, Inner and Outer) Tim, 5756-5720; (L & M) Tim, 559-552; (N) Hy, 16969; (AA) Hy, 26697; (BB) Hy, 26557; (CC) Covert K128; (DD & EE) Hy, 6698; (GG) 1920-21 (K38, 2½ Ton)—(A) Tim, 4550-4520; (B) 4361-4320; (C) 443-4320; (F) 314DR; (G, H & Jackshaft, Inner and Outer) 217DR; (M & N) Hy, 16969; (AA, DD & EE) Hy, 26557; (BB) Hy, 26577; (CC) Covert, K-128; (GG) 205-303.

1920-21 (Ks38, 2½ Ton)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (F) 314DR; (G, H & Jackshaft, Inner and Outer) 217DR; (L & M) 408; (O) 205; (AA) 209; (BB) 212; (CC) Covert, GI ½128; (DD & EE) 308; (GG) 205-303.

1920-21 (K38, 2½ Ton)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (F) Br, 316N; (G, H & Jackshaft, Inner and Outer) 217DR; (L & M) 408; (O) 205; (AA) 209; (BB) 212; (CC) Covert, GI ½128; (DD & EE) 308; (GG) 205-303.

1920-21 (K38, 2½ Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6356-6361; (E) 5353-5320; (G, H & Jackshaft, Inner and Outer) Tim, 3955-3920; (M & N) Hy, 16979; (AA) H\$, 57896; (BB) Hy, 57789; (DD & EE) Hy, 16748.

1920-21 (K41, 3½ Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Hy, 17897; (E) 410DR; (G, H & Jackshaft, Inner and Outer) SKF, 53E or Hy, 26849; (J) Hy, 26669; (K) 310DR; (O) 205; (AA) 311DR; (BB) Hy, 57789; (CD Hy, 20966; (DD) 17074; (EE) Hy, 16426. 1875-352; (GG) 1896-1896.

1875-1875-1875-1915-16 (Mod. T-TR)—(D & E) Hy, 16779; (G & H) Hy, 26252; (I) Hy 16352; (AA) SR 206; Hy, 26518; (BB) SR 307; (DD & EE) 206.

1918 (T Series)—(D & E) Hy, 16779; (G & H) Hy, 26252; (AA) Hy, 26518.

1917-18 (850 lbs. Del.)—(D & E) Hy, 16779; (G & H) Hy, 26252; (AA) Hy, 26518.

1916-17 (BB) 307; (DD & EE) 206. JACKSON-1914-15 (43-48)-(D) 310; (E) 210; (J) 0207; (K) 30407; (O) 0305; (AA) 2126 (K) 310DR; (O) 205; (AA) 311DR; (BB) Hy, 57789; (CC) Hy, 26965; (DD) 17074; (EE) Hy, 16426.

1920-21 (K42, 3½ Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (F, G, H & Jackshaft, Inner and Outer) Bk, 598; (L & M) Bk, N312; (AA) 311DR; (BB) Hy, 57789; (CC) H\$, 26965; (DD) Hy, 17074; (EE) Hy, 16426.

1920-21 (K42, 3½ Ton)—(A) Tim, 5550-5520; (B) 5351-5320; (F) Br, 317; (G, H & Jackshaft, Inner and Outer) 219DR0 (L) 409; (M) 413; (O) 205; (AA) 311DR; (BB) Hy, 57889; (CC) Hy, 26965; (DD) Hy, 17074; (EE) 16426.

1920-21 (K45, 4 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6361-6356; (E) Tim, 5355-5320; (G, H & Jackshaft, Inner and Outer) Tim, 3955-3920; (M & N) Hy, 16979; (AA) Hy, 57896; (BB) Hy, 57781; (CC) Covert K128; (DD & EE) Hy, 16748.

1920-21 (K50, 5 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 650-6521; (E) Tim, 6359-6321; (G, H & Jackshaft, Inner and Outer) Tim, 3955-3920; (M) Hy, 16698; (N) Hy, 16979; (AA) 56687; (BB) 56495; (CC) F. 128; (DD & EE) Hy, 16686.

1920-21 (K51, 5 Ton)—Tim, (A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6550-6521; (E) 6359-6321; (G, H & Jackshaft, Inner and Outer) Tim, 3955-3920; (M) Hy, 16698; (N) Hy, 16979; (O) 205; (CC) Hy, 26965; (DD & EE) Hy, 17076.

1920-21 (K60, 6 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6550-6521; (E) Tim, 6359-6321; (G, H and Jackshaft, Inner and Outer) Tim, 3955-3920; (M) Hy, 16698; (N) Hy, 16979; (A) 56687; (BB) 56495; (CC) F128; (DD & EE) Hy, 16686.

1920-21 (K61, 6 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6550-6521; (E) Tim, 6359-6321; (G, H and Jackshaft, Inner and Outer) Tim, 3955-3920; (M) Hy, 16698; (N) Hy, 16979; (A) 56687; (BB) 56495; (CC) F128; (DD & EE) Hy, 16698.

1920-21 (K61, 6 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6550-6521; (E) Tim, 6359-6321; (G, H and Jackshaft, Inner and Outer) Tim, 3955-3920; (M) Hy, 16698; (M) Hy, 16699; (A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6550-6521; (E) Tim, 6359-6321; (G, H and Jackshaft, Inner and Outer) Tim, 3955-3920; (M) Hy, 16698; (M) (BB) 307. 1914—(F) 312; (G & H) 212; (J) 311; (K) 308. 1920-21 (6-38)—(A) Br, 336-TXL; (B) Br, 236-TX; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883. (J) 307DR; (K) Hy, 57883.

JACKSON (Truck)—1920 (4-WD)—(A, B, D & E) Tim, 749-742; (G & H) Tim, 366-363; (CC) Hy, 27988.

JEFFREY—1914-15 (Four-93)—(D) 309; (E) 209; (G & H) ND. 0211; (J) 0208; (K) 0308; (AA) 1210; (BB) 208; (DD & EE) 306.

1915-16 (Chesterfield 6-22)—(D) 309; (E) 209; (G & H) 309, ND. 0309; (J) 306; (K) 1307; (M) 2107; (O) Hy, 16828; (AA) 210; (BB) 208; (CC) Hy, (DD & EE) 306; (GG) 203.

'6-48 No. 23)—(D) 309; (E) 209; (G & H) 309; (J) 407; (K) 405; (O) Hy, 16987; (U) ND. 305; (AA) 210; (BB) 208; (DD & EE) 306; (GG) ND. 03; (HH) 205.

1915-16-17 (4-72)—(O) 205.

1915-16-17 (462, 472, 661, 671)—(O) 205; (Q) Brg. Co. of Amer., 776A; (GG) 302. 1915-16-17 (462, 472, 661, 671)—(U) 205; (Q) Brg. Co. of Amer., 776A; (GG) 302. JEFFERY QYAD—1915 (Quad 2-Ton)—Tim. Brgs.; (A & D) 5563-5520; (B & E) 43619 4320; (C) 443-4320; (J) 355-3520; (K) 315-312. 1916 (1½ Ton)—(D & E) Hy, 26655; (G & H) Hy, 26057; (K) Hy, 26777. 1916-17 (Quad 2-Ton)—Tim. Brgs.; (A & D) 5563-5520; (B & E) 4361-4320; (C) 443-4320; (G) 462-4520; (H) 397-393; (J) 357-353; (K) 420-414. 1916-17 (Quad 3-Ton)—Tim. Brgs.; (A & D) 6355-6320; (B & E) 5355-5320; (C) 5354-5320; (G & H) 462-452; (J) 419-412; (K) 3196-3120.

124 KIMBALL—1919-20-21 (A, 1½, AB 2 Ton)—(A) Bk, 310; (B) Bk, 308; (C) A-392; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205; (P) 208DR; (Q) Gur. 209; (AA) Tim. 337-3320; (BB) Tim, 339-333; (CC) 306; (DD & EE) Tim, 319-313; (GG) Hy, 27097; (KK & LL) Spec.

1919 (B 2 Ton)—(A) Bk, 309; (B) Bk, 308; (C) A-392; (F) 314DR; (G & H) 217DR; (J & K) 408; (M) 3107-D; (O) 205; (P) 208DR; (Q) Gur. 209; (AA) Tim, 337-3320; (BB) Tim, 339-333; (CC) 306; (DD & EE) Tim, 319-313; (GG) Hy, 27097; (KK & LL) Spec.

1919-20-21 (C2½, AC2½, K3, AK3 Ton)—(A) Bk, 310; (B) Bk, 309; (C) A-392; (F) 314DR; (G & H) 217DR0 (J & K) 408; (M) 3107-D; (O) 205; (P) 208DR; (Q) Gur. 209; (AA) Tim, 336-3320 and 419-3520; (BB) Tim, 357-353; (CC) 306; (DD & EE) Tim, 339-333; (GG) Hy, 27097; (KK & LL) Spec.

1919-20-21 (E4, AE4 Ton)—(A) Bk, 312; (B) Bk, 311; (C) A-415; (F) 317DR; (G & H) 219-918; (J) 409; (K) 410; (M) 3110-D or 1718-D; (O) 205; (P) 208DR; (Q) Gur. 209; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (CC) 335; (DD & EE) Tim, 415-412; (GG) Hy, 27097; (KK & LL) Spec.

1919-20-21 (F5, AF5 Ton)—(A) Bk, 312; (B) Bk, 311; (C) A-415; (F) 319DR; (G & H) 219-918; (J) 409; (K) 410; (M) 3110-D or 1718-D; (O) 205; (P) 208DR; (Q) Gur. 209; (AA) Tim, 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) Tim, 415-412; (GG) Hy, 27097; (KK & LL) Spec. KING—1915 (Mod. C)—(A) Bock, 418; (B) Bock, 235; (D, E & F) 310; (G & H) ND, 0210 (J) ND0306; (K) ND 0406; (O) 205; (AA) Hy, 17024; (BB) Hy, 18562; (DD & EE) Hy (**J**) N 16506 16506.
(Mod. B)—(A) Bock, 418; (B) Bock, 235; (D & E) 310; (K) DR. 407; (O) 205; (AA) Hy, 17024; SR 308; (BB) Hy, 16562, SR 307; (CC) 304; (DD & EE) Hy, 16506.

1915-16 (Mod. D)—(A) Bock, 418; (B) Bock, 235; (D, E & F) 310; (G & H) ND. 0210; Gurney, 210W; (J) ND 0306; (K) 406; (O) 205; (AA) Hy, 17024; (BB) Hy, 16562; (DD & EE) Hy, 16506.

1916-17 (Mod. E)—(A) Bock, 418; (B) Bock, 235; (D & E) 310RT; (G & H) 210RT; (J) DR 306; (K) 408 Podisl, (O) 1205; (AA) Hy, 17024; (BB) Hy, 16506. EE) Hy, 16506.

1916-17 (Mod. E)—(A) Bock, 418; (B) Bock, 235; (D & E) 310RT; (G & H) 210RT; (J DR 306; (K) 406 Radial; (O) 1205; (AA) Hy, 17024; (BB) Hy, 16684; (GG) 445 & 492.

1918-19 (Mod. F)—(AA) Hy, 17924.

1919 (G)—(A) Bk, 418; (B) Bk, 235; (D, E, G & H) Bk, 375; (J) Bk, 335; (K) Bk, 449; (BB) Hy, 16828; (BB) 407; (CC) 205 Ann. 16828; (BB) 407; (CC) 205 Ann.

KISSEL—1913-15 (L-D13, H13-14, 6-42 & 4-36)—(A) Tim, 2760-2720; (B) Tim, 2650-2620; (D & E) Tim, 3762-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (N) 307; (O) 205; 205; (AA) 306; (CC) 307.

1915—(O) 205; (AA) 201; (BB) 307.

1916 (1) Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 4553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916 (4-36, 6-42, 4-30)—(A) Tim, 337-3320; (B) Tim, 236-2320; (D & E) Tim, 375-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (O) 205; (AA) 210; (BB) 307; (DD & EE) Hy, 17799.

1917 (1/4 Ton, 100 Point Six-42)—(A) Tim, 337-3320; (B) Tim, 236-2330; (D & E) Tim, 375-3720; (G & H) Tim, 3757-3720; (J & K) Tim, 3158-3120; (N) 307; (O) 205; (AA) 210; (BB & CC) 307.

1917 (27 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532.

1917-18 (1/4 Ton,)—(A) Bower, 308; (B) Bower, 307; (DD & EE) Hy, 17799.

1917-18 (31/4 Ton)—(B) Bower, 308; (B) Bower, 307; (DD & EE) Hy, 17799.

1919 (100 pts. six)—(DD & EE) Hy, 17012.

1919-20-21 (G.U.)—(A) Bk, N308; (B) Bk, N307.

1919-20-21 (H.D.)—(A) Bk, N3012; (B) Bk, N301. KLEIBER—1916 (1 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916 (1½ 2 Ton)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320.

1916 (2½ Ton)—Tim. Brgs.; (AA) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6551-6520; (E) 5755-5720; (G & H) 5756-5720; (J) 2 & K) 559C-552.

1916 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-4320; (AA & BB) 440-4320; (DD & EE) 415-412.

1917 (Mod. AA)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320.

1917 (Mod. AA)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521-1910 (AB)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521-1910 (AB)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521-1910 (AB)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521-1910 (AB)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521-1910 (AB)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521-1910 (AB)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521-1910 (AB)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521-1910 (AB)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521-1910 (B) 4361-4320; (D) 443-4320; (D) 6552-6521-1910 (B) 4361-4320; (D) 6552-6521-1910 (B) 4361-43

3320. (BB) 410-412; (DD & EE) 335 917 (Mod. AA)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521 (E, G & H) 5755-5720; (J & K) 559-552; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415 412.

1917 (Mod. AA)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E, G & H) 5755-5720; (J & K) 559-552; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415-1412; (C) 417-1473; (AA) 337-3320; (BB) 3350-3320; (C) 341-3320; (D) 5550-5520; (G & H) 477-473; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1919 (1 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (O) 205; (BB) 277; (C) 235; (DD & EE) 306-303; (GG) Hy, R. H. 2900.

1919 (11½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (O) 204; (P) 307; (Q) 209DR; (AA) 336-3320; (BB) 419-412; (CC); 306; (DD & EE) 339-3320; (GG) Hy, R. H. 2909.

1919 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (O) 204; (P) 308; (Q) 209DR; (AA) 336-3320; (BB) 419-412; (CC); 306; (DD & EE) 339-3320; (GG) Hy, R. H. 2909.

1919 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5533-5520; (C & H) 550C-552; (J & K) 539D-532; (O) 305; (P) 308; (Q) 210DR; (AA & BB) 439-4320; (CC) 335; (DD & EE) 415-412; (GG) Hy, R. H. 2909.

1919 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J 559E-552; (K) 6375E-6323; (O) 305; (P) 308; (Q) 210DR; (AA & BB) 439-4320; (CC) 335; (DD & EE) 415-412; (GG) Hy, R. H. 2909.

1919-20 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 652-6521; (E) 5755-5720; (G & H) 5757-5720; (J & K) 6375E-6321; (D) 305; (P) 308; (Q) 210DR; (AA & BB) 439-4320; (CC) 335; (DD & EE) 415-412; (GG) Hy, R. H. 2909.

1919-20 (5 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (D) 6378-6320; (G & H) 77-473; (J) 456-453; (K) 539E-532; (O) 205; (BB) 207; (CC) 235; (DD & EE) 306-303; (GG Ht, R. H. 2909.

1920 (1½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (D) 6378-6320; (G & H) 77-473; (J) 456-453; (K) 539E-532; (O) 205; (BB) 207; (CC) 235; (DD & EE) 306-303; (GG Ht, R. H. 2909.

1920 (2½ Ton)—Tim. Brgs.; (

29097.

1920 (2550F, R)—(A) Bk, N307; (B) Bk, N305; (D & E) Bk, 276-27; (G & H) Bk, N210; (J) Bk, 3191-3110; (K) Bk, N308.

| KNOX—1914 (Mod. 31)—Tim. Brgs.; (A & B) 3762-3720; (D) 6356-6321; (E) 5355-5320. |
| 1914 (Mods. 35 & 36, Tractor 35)—(A) Tim, 455-4520; (B) Tim, 3360-3320; (C) Tim, 436-4320; (D) Tim, 6550-6521; (E) Tim, 6354-6321; (G) S.R.O. 365-D.R. 217; (H) S.R.O. 365-D or D.R. 215; (I) SKF, 915; (J) 1307; (K) 313; (AA) S.R.O. 362D or D.R. 217; (H) S.R.O. 365-D or D.R. 307; (CC) S.R.O. 312D & 306 or D.R. 313 & 307; (DD) X.R.O. 336 or 408; (EE) S.R.O. 335D or D.R. 407; (GG) A204. |
| 1914 (2 Ton)—(G, H & K) 312; (AA & BB) 309; (CC) 306; (DD & EE) 307. |
| 1915-17-18 (Mod. 35)—Tim. Brgs.; (A) 445-4520; (B) 3360-3320; (C) 436-4320; (D) 6550-6501. |

6521; (E) 6354-6321 KOEHLER-1917-18 (K 11/4 Ton) -(D) Bower, 309N; (E) Bower, 306N; (Jackshaft) Bower,

306N.

1918 (KT 3 Ton)—(D) Bower, 311N; (E) Bower, 312O; (G & H) 355-352O; (J) 335-332O; (K) 417-412; (O) 205; (AA) 204; (BB) 306; (GG) Hy, 29097.

1918 (M 2½ Ton)—Tim. Brgs.; (A) 4554-452O; (B) 3360-332O; (D & E) 5557-552O; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (AA) 337-332O; (BB) 339-333; (DD & EE) 319-313; (GG) Hy, 29097.

1919 (K, 1½ Ton)—(D) 309DR; (E) 306DR; (G & H) Tim, 559-552; (O) 205; (AA) 207; (BB) 306.

1920 (M)—Tim. Brgs.; (D & E) 5557-552O; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (GG) Hy, 29097.

1920 —(C 1½ Ton)—(D) 309DR; (E) 306DR; (O) 205; (AA) 204; (BB) 306; (GG) Hy, 29097.

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KREBS—1915 (Mod. F)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 335-3320; (DD & E) 316-312.

1915 (Mod. G)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (E) 3762-3720 915 (Mod. G)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 335-3320; (DD & EE) 316-312.

(G) 509C-002; (П) 400C-49‡; (J & A) 509C-02; (AA & B) 509-032; (D) & EE) 316-312.

1915 (Mod. H)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-3320; (BB) 357-353; (DD & EE) Tim. 339-333.

1916 (Mod. G, H & T)—(AA & BB) Tim. 357-353; (DD & EE) Tim. 339-333.

1916 (Mod. L 90-80)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 440-4320; (BB) 435-4320; (D & E) 415-412.

1917 (Mod. 35)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.

1917 (Mod. 60)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 5756-5720; (G & H) 459C-4520; (B) 4361-4320; (C) 341B-3320; (D & E) 552339-333.

1917 (Mod. 60)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 652-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (D) & EE) 415:412.

M. C.—1920 (2-20, 2 ½Ton)—(G) Hy, 26084; (H) Hy, 26085; (GG) Hy, 29097 LAFAYETTE—1921 (134)—(A) Tim, 447-432; (B) Tim, 316-312; (C) Tim, 3659-3620; (D & E) Tim, 385-383; 0G & H) Tim, 462-453; (J) Tim, 439-432; (K) Tim, 415-412A; (O) 206; (P, BB) 309; (R) Spec.; (CC) Hy, 16942; (DD & EE) Hy, 17989; (KK & LL) U. S. 12C.

200; (F, BB) 509; (A) 5960; (C) HY, 10972; (BD & EE) HY, 17989; (RR & EE) C. S. 180. LAMSON—1918 (2½ Ton)—(F) Bower, 314NDT.
1918—(3½ Ton)—(F) Bower, 317NDT.
1918 (5 Ton)—(F) Bower, 319NDT.
LANE—1918 (Mod. F 1½ Ton)—(A) Bower, 308N; (B) Bower, 307N.
1918 (Mod. C 3½ Ton)—(F) Bower, 317NDT; (AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 1808

Hy, 16698.

1918 (B 2½ Ton)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.

LANGE—1920 (D-2 Ton)—(CC) Hy, 27077; (FF) Hy, 27978.

LARRABEE—1913-20-21 (U 1½ Ton)—(A) Bk, N308; (B) Bk, N307.

1919-20-21 (S-EK, 2½ Ton)—(A) Bk, N310; (B) Bk, N309.

1919-20-21 (S-EX, 3½ Ton)—(A) N312; (B) Bk, N311.

1919-20-21 (S-EW, 5 Ton)—(A) Bk, N315; (B) Bk, N314.

LAUGHLIN (Homer)—(Mod. D)—(D) 307; (T & U) 205; (AA & CC) 307; (GG) 1202. LAWTER-1915-16-17 (Tractor)-(G & H) Tim, 3760-3720; (J) Tim, 419-412; (K) 4550-

LEACH—1920—(A) Bk, 418; (B) Bk, 257; (D, E, G & H) Bk, 375; (J) Bk, 335; (K (O) 205; (Q) Spec.; (AA) Tim, 277; (BB) Tim, 339; (DD & EE) 306; (GG) 29097

LENOX-1918 (Series 33)-(AA) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820 LEWIS—1915 (Lewis 6)—(A) 0407; (B) 0405; (F) 310; (G & H) 0210; (J) 305; (K) 407; (O) 204; (AA & BB) 3306; (CC) 0204; (DD & EE) 0305. 1916 (Lewis)—(O) 204; (AA & BB) 306; 0CC) 304; (DD & EE) 305.

LEXINGTON—1916 (4-KA)—(H) 210RT; (J) DR207; (K) 406.

1917 (6-O-17, 6-OO-17)—(A) Bower, 307N; (B) Bower, 305AL; (D & E) Bower, 209AL; (F) 1209 (B) Bower, 209A; (H) Gurney, 209RT; (J) Gurney Duplex, 207; (K) Gurney Ann, 307; (O) 1205; (AA) ND208; (BB) ND307.

1917 (6-O-18)—(A) 305; (B) 308.

1918—(A) Bower, 307N; (B) Bower, 305AL; (D & E) Bower, 209AL; (G) Bower, 209A.

1919 (Mod. R-19)—(CD & EE) Hy, 17012.

1919 (R-19)—(CC) Hy, 27992; (DD & EE) Hy, 17012; (GG) Hy, 29095.

1920 (8)—(A) 308DR; (B) 304; (F) 310; (G) 0210; (H) 0210RT; (O) 205; (AA) 309; (BB) 306DR; (CC) Hy, 27992; (DD & EE) Hy, 17012; (GG) Hy, 29095.

LEXINGTON-HOWARD—1914-15 (6-M Pleas.)—(A) Tim, 415-412; (B) Tim, 316-212; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) Tim, 539-532; (AA) 211; (BB) 208; (CCC) 204; (DD & EE) 306.

1915 (6-L)—(A) 0407; (B) 0405; (F) 211; (G & H) 210; (J) 305; (K) 407; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1916 (6-N)—(O) 205; (AA) 208; (BB) 307.

1916 (6-O)—(O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

LIBERTY—1916—(Q) 205; (AA) 308; (BB) 307.

LIBERTY—1916—(Q) 205; (AA) 308; (BB) 307.

1917 (Mod. 10A)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412A; (G) 288-284; (H) 355-3520; (J) 334-3320; (K) 258-2520.

1918 (Mod. 10B)—(A) Tim, 317-312; (B) Tim, 2382-2320; (G & H) Tim, 359-3520; (J) Tim, 257-2520; (K) Tim, 3381-3320; (AA) 205; (BB) 208.

1919 (10-B)—Tim. Brgs.; (A) 317-312; (B) 2382-2320; (F) 415T-412A; (G, H) 359-3520; (J) 257-3520; (K) 3381-3320; (O) 205; (P) 208; (Q, R, GG, KK & LL) Spec.; (BB) 307.

1902-21 (10-C)—Tim. Brgs.; (A) 317-312; (B) 2382-2320; (F) 415T-412A; (G & H) 3598-3520; (J) 2785-2720; (K) 3381-3320; (O) 205; (P) 208; (P) 210; (Q, R, GG, KK & LL) Spec.; (BB) 307.

LINCOLN—1916-17 (1000 lbs. L-20-1 Ton)—(F) Hy, 16681; (G & H) Hy, 26056; (AA) Hy, 26977; )BB) Hy, 27899; (DD & EE) Hy, 26972; (FF) Hy, 26956.

1919-20—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462-454; (H) 559-552; (J) 439-432; (K) 539-532; (CC) Hy, 16942; (DD & EE) Hy, 17980.

EIPPARD-STEWART—1912-13-15 (Lt. ¾ Ton, B, C & D)—Tim. Brgs.; (A) 19, 4-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1914-17 (Mods. F, 1½ & 2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE)

335-332.

1914-16 (C & D)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-432; (AA) 337-3320; (BB, DD & EE) 335-3320. 1916 C uses Tim, 316-312 on Countershaft Front and Rear.

1915 (B-W, C-W, D-W)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & C) 359-352; (AB) 335-3320; (DD & C) 359-352; (DD & C) 3 3720; (G) 559 EE) 316-312.

LIPPARD-STEWARD—Centinued
1915 (F-G)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D, E, J & K) 5553-5520; (G & H) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
1915-17 (H 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 387-3320; (BB, DD & EE) 335-320; 3320.

1916-17 (M-1,000 lb.)—Tim. Brgs.; (A) 415-412; (B) 316-212; (D) 435T-4320; (G & H)
375-3720; (J & K) 4365-4320; (AA) 337-3320; (AA) Hy, 26518; (BB) Hy, 27899; (DD & EE)
316-312; Hy, 26972; (FF) Hy, 26956.

1916 (Mod. W)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E)
375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (DD & EE)
316-312; (J & C) 316-312.

1917 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 462-4520; (E) 365-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1917 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 356-454; (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE)

(G) 356 316-312. LITTLE GIANT—1915 (Mods. 1 & 2)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B 3620; (D) Tim, 462-4520; (E) Tim, 375-3720; (G) Tim, 559C-552; (H) Tim, 456C-454 (J & K) Tim, 539C-532; (O) 208; (AA) Tim, 277-274; (BB) Tim, 339-333; (DD & EE, 306.

(J & K) 11m, 539C-532; (O) 208; (AA) 11m, 277-274; (BB) 11m, 339-333; (DD & EE) 306.

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LOCOMOBILE—1909 (Mods. 1-2)—(A) 309; (B) 405; (D) 309; (E) 405; (AA) 211; (DD &

LOCOMOBILE—1909 (Mods. 1-2)—(A) 309; (B) 405; (D) 309; (E) 405; (AA) 211; (DD & EE) 307.
1909 (Mod. 1-3)—(A) 309; (B) 405; (D) 309; (E) 405; (AA) 211; (BB) 308; (DD & EE) 307.
1909-10 (L-1, 2)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 310; (K) 408; (AA) 209; (BB) 308; DD & EE) 307; (GG) 204.
1911 (L-3)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 309; (K) 408; (AA) 209; (BB) 308; DD & EE) 307; (GG) 204.
1912 (L-4)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 311; (G & H) 310; (J) 309; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202.
312; (M-2R-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 309; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202. & 203.
1912 (M-2R-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 301; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202. & 203.
1909-10-11-12 (Pleas)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 301; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202. & 203.
1912-13-14 (5 Tons)—Tim, Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G. & H) 6552-6521; (AA) 5557-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (G. & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 2-204.
(E) 212; (G. & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 2-303.
1915-16-17 (3. & 4 Ton B-BB)—Tim, Brgs.; (A) 4550-4520; (B) Tim, 3360-3320; (D) 311; (E) 211; (J) 6550-6520; (E) 5755-5720; (AA) 309; (DD & EE) 307; (GG) 303.
1915-(G-17 (3. & 4 Ton B-BB)—Tim, Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 311; (E) 211; (G. & H) 312; (J) 311; (K) 412; (AA) 211; (BB) 308; (DD & EE) 307; (GG) 303.
1915-(G-17 (3. & 4 Ton B-BB)—Tim, Brgs.; (A) 450-4520; (B) 4361-4320; (C) 443-4320; (D) R. 303; (

LONG ISLAND (Truck)—1914 (4,000 lbs.)—Tim. Brgs.; (A) 4550-4520; (B) 5351-5320 (C) 443-4320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532. 1914 (7,500 lbs.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-53200 (G & H) 375-3720; (J) 336-3320; (K) 435-4320.

LORRAINE—1920 (2050-F)—(A) Bk, 317-31; (B) Bk, 235-23.

LOUISIANA—1921—(A) Br, 336TX; (B) Br, 236TX; (C, Q, KK & LL) Spec.; (D) 311DR (G, H & I); Tim. 366-363; (J) 307DR; (K) Hy, 57883; (O) 205; (P, AA) 210; (BB) 307 (CC) Hy, 16828; (DD) 305; (EE) 306; (GG) Hy, 877-600.

\*\*CCC) Hy, 16828; (DD) 305; (EE) 306; (GG) Hy, 877-600.

\*\*AOZIER—1911-12 (22-51)—(A) Tim, 460-4520; (B) Tim, 417-412.

1913 (Mod. 72)—(A) 306; (B) 309; (D) 310; (E) 210; (G & H) 311; (J) 207; (K) 310; (Q) 305; (A) 308; (BB 210; (DD) 306; (EE) 403; (GG) 301 & 201.

1914 (77-82-84)—(A) Tim, 419-412 N.D. 0406; (B) Tim, 316-312; N.D. 0409; (C) Tim, 365-6B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; N.D. 308; (K) Tim, 539-532, 408; (Q) 305; (AA) Tim, 385-383; (BB) Tim, 339-3320; (CC) 305; (GD & EE) 307; (GG) 201 & 201.

1915 (4-34)—Tim, Brgs.; (A) 419-412; (B) 316-312; (CC) 3656B-3620; (D & E) 375-3722; (G) 456-454; (H) 559-552; (J) 461T-454; (K) 415T-412; (AA) 385-383; (BB) 339-3320.

1915 (Mod. 77)—(A) 306; (B) 309; (D) 310; (CD) 210; (C & H) 212; (J) 307; (K) 407; (Q) 305; (AA) 308; (BB, DD & EE) 307; (CC) 305; (GG) 201 & 201.

1917 (All Mods.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317:312; (K) 440-4320.

LUEDINGHAUS—1919 (1½ Ton)—(A) Tim, 435; (B) Tim, 3191; (F) 311DR; (G & H) 213; (J & K) 407; (N, BB) 307; (O) 205; (S, AA) 308; (DD & EE) 305.

1919 (2 Ton)—(A) Tim, 3762; (B) Tim, 3360; (F) 313DR; (G & H) 213; (J) 309; (K) 2-409-RT; (N, BB) 307; (O) 205; (S, AA) 308; (DD & EE) 305.

LUVERNE—1914-15 (7-60)—(F) 311; (G & H) Hy, 26059; (K) 308; (O) 205; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 305.

1916 (Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312.
1917 (17-76a)—(A) Tim, 419-412; (B) Tim, 316-312; (C) 3656B-3620.
1918—(A) Br, 305AXL; (B) Br, 305AXL.
1920—(A) Brm 419TX; (B) Br, 257TX.

LYONS-KNIGHT—1914-15 (Mod. K)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D, G & H) 475-473; (E) 385-383.

(DD & EE) Hy, 16516

1917 (All Models)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & QB) 344-333; (DD & EE) 316-312.
1920 (CB-6)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 375-3720; (G & H) 3757-3720; (J) 3186-3120; (K) 417-414; (P & W) Warner T60; (LL) L2-A56.

McLAUGHLIN—1915 (24-25C)—D & E) Hy, 16691; (G & H) Hy, 26062. 1916 (32) (D & E)—Hy, 26394; (G & H) Hy, 26223; (AA) Hy, 17024.

MACCAR—1914-15 (Mod. B)—Tim. Brgs.; (A) 3750-3320; (D) 4558;-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB, DD & EE) 335-3320.

1915-17 (Mod. E-L)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

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1916 (Mod. E-L)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (H & J) 4550-4520; (E & K) 3762-3720; (F & H) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (B1-335-3320; (B1-335-3320; (C) 341B-3320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 4354-4320; (AA, BB DD T EE) 335-3320.

EE) 335-3320.

1916 (Mod. K.)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB, DD & EE) 235-3320.

1917 (H-2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 3656B-3620; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (DD & EE) 415-412.

415-412. 1917 (U 5-Ton)—Tim. Brgs.; (A) 5550-5520; HB 5351-5320; (C) 5354-5320; (D), G & H) 1915 (U 5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1919-20 (L)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (N) 1509-D; (O) 205; (P) 337; (Q) 209; (BB) Tim, 335; (CC) 257; (DD & EE) 316- (GG, KK & LL) Spec.
1919 (G)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359E-6320E; (O) 205; (P) 208DR; (Q) 209; (AA) 439; (BB) 435; (CC) 335; (DD & EE) 415; (GG, KK & LL) Spec.
1919 (H)—Tim. Brgs.; (A) 4558-4520; (B) 3337-3320; (C) 341B-3320; (D & E) 5557-5250; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (N) 1509-D; (O) 205; (P) 337; (Q) 209; (BB, DD & EE) 335; (CC) 237; (GG, KK & LL) Spec.
1919 (M)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5750-5720; (J) 539E-532; (K) 5578E-5521; (K) 6359E-6320E; (N) 1509-D; (O) 205; (P) 337; (Q) 209; (BB, DD & EE) 335; (CC) 237; (GG, KK & LL) Spec.
1920-21 (G-1)—Tim. Brgs.; (D, G & H) 780-772; (E) 6552-6521; (J) 6375-6323; (K) 6455-6422; (O) 205; (P) 208DR; (Q) 209; (AA) 439; (BB) 435; (CC) 335; (DD & EE) 415; (GG, KK & LL) Spec.
1920-21 (H-1)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (N) 1509-D; (O) 205; (P) 357; (Q) 209; (BB) 357; (CC) 306; (DD & EE) 339; (GC, KK & LL) Spec.
1920-21 (M-2)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 5755-6323; (N) 1509-D; (O) 205; (P) 8BB) 357; (CC) 306; (DD & EE) 339; (GC, KK & LL) Spec.
1921 (L-2)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 575-6323; (N) 1509-D; (O) 205; (P) 8BB) 357; (O) 209; (BB) 357; (CC) 306; (DD & EE) 339; (GC, KK & LL) Spec.
1921 (L-2)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (G & H) 477-473; (J) 456-453; (K) 539E-552; (N) 1509-D; (O) 205; (P) 8BB) 357; (O) 209; (BB) 339; (CC) 306; (DD & EE) 319; (GG, KK & LL) Spec.

| 1921 (L-2)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (C & H) 477-473; (J) 456-453; (K) 639F-532; (N) 1509-D; (O) 205; (P) 344; (Q) 209; (BB) 339; (CC) 306; (DD & EE) 319; (GG, KK & LL) Spec.

| MACK—1917-18-19 (AB 1, 11/4 & 2 Ton Worm Drive)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 438-4534-820; (E) 376-37-370; (C) 557-552; (H) 456-454; (J & K) 539-532; (GC) 1350-1550, (GC) 1509-1550, (GC) 1509-1550, (GC) 145-150, (GC) 1450-1550, (GC) 1509-1550, (GC) 1509-1509, (GC) 150

708J.
1929-21 (AC, 5, 6½, 7½)—(A) Tim, 6356-6321; (B, DD & EE) Tim, 5355-5320; (^) Tim, 6550-6521; (E) Tim, 6354-6321; (Jack Shaft, R & L) DWF, 410; (G) Tim, 5557-5520; (J) 5575-5520; (K) 3360-3320; (Q) 215DR; (AA) 455-5320; (BB) 539-5320; (CC) SKF, 2307; (Reverse Idler Shaft, F & R) 3362-4520; (GG) 1550-1530; (Cross Shaft, R & L) 235-2320; (KK & LL) SKF, 708J.

McFARLAN—1913-14-15 (6-T, X)—(G & H) Hy, 26059; (AA) Hy, 27794; (BB) Hy, 26733; MACON—1918 (A-S) Tim. Brgs.; (A) 257-2520; (B) 235-2320; (E) 415T-412A; (G) 288-284- (DD & EE) Hy, 16516.



Double - row, maximum type, radial bearing



Double-acting, self-aligning thrust bearing. 2100 Series



Double-acting, self-aligning thrust bearing with leveling washers. 2100-U Series



Single-acting, self-aligning thrust bearing, leveling washer. 1100-U Series



Double-acting, thrust bearing, flat seats. 2100-F Series



Double-row, deep-groove Conrad type, radial bearing



## Meet Every Ball Bearing Requirement

STROM BEARINGS are made for the purpose of giving maximum ball bearing service under the most exacting conditions. Every step in their manufacture is directed toward this end.

They are correctly designed, made of the highest grade materials, and heat treated by the most modern and approved methods.

They are conscientiously manufactured in a wide range of types and sizes by expert workmen, and are rigidly inspected after every operation.

A staff of Strom engineers will be glad to give you the benefit of their experience in the selection of the type and size of bearing for your particular installation.

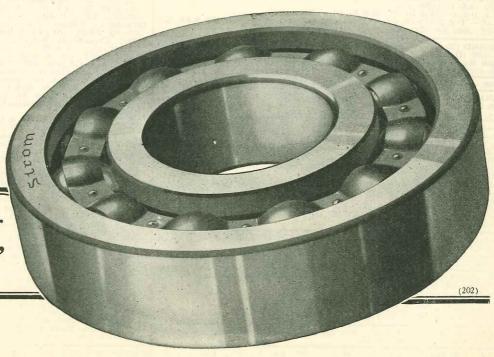
#### U. S. BALL BEARING MFG. CO.

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4500 Palmer Street

CHICAGO, ILLINOIS





—used "Wherever a Shaft Turns"

MOTOR RECORD, OCT., 1922 MADISON—1916-17 (6-40)—(F) 310; (G & H) 210; (J) 306; (K) 406; (O) 205; (AA) 208; (BB) 207; (DD & EE) 305.

1916 (Madison)—(F) 310; 0G & H) 0210; (J) 0306; (K) 406; (O) 205; (AA) 208; (BB) 307.

1917-18—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 455-4520; (E) 375-3720; (G) 456-454; (H) 559-552; (J) 539-4320; (K) 539-532.

MAIBOHM—1917 (Mod. A)—(D & E) Br, 208AX: (F) Hy, 16076 or 16395; (G & H) Hy. MAIBOHM-1917 (Mod. A)-(D & E) Br, 208AX; (F) Hy, 16076 or 16395; (G & H) Hy 26269 or 26253.

1918 (Mod. A)—(F) Hy, 16395; (G & H) Hy, 26253.

1918-19 (Mod. B)—(G & H)—Hy, 26216.
1919-20 (Mod. B)—(A) Tim, 317-312; (B) Tim, 235-2320; (D & E) Tim, 277-274; (G & H)

"Hy, 26216; (GG) Hy, 29095. MAIS—1914-15 (1-1½ Ton)—Tim. Brgs.; (A) 4364-4320; (B) 3364-3320; (C) 5354-5320; (D 4553-4520; (E) 5355-5320; (KK) 255-2520. MAPLE LEAF—1920-21 (AA-2, BB-3 Ton)—(A) Bk, N310; (B) Bk, N308. 1920-21 (CC-4, DD-5 Ton)—(A) Bk, N312; (B) Bk, N311. MARATHON—1920—Tim. Brgs.; (A) 317-312; (B) 235-2320; (D & E) 277-274. MARGNETTE—(A) 309; (B) 307; (F) 311; (G & H) 212; (J) 306; (K) 309; (AA) 309; (BB) 310; (DD & EE) 307. MARION—1914-15 (50-50H)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516. 1915—(J) 0208; (K) 0407. 1916 (Mod. H)—(F) Hy, 16779; (G & H) Hy, 26252. 1916-17-18 (8, 6-40, 6-60)—(F) Hy, 16779; (G & H) Hy, 26056. MARION HANDLEY—1917 (5 Pass.)—(A) 305; (B) 308; (C) 0307; (H) 0407; (J) Tim 344-333; (K) Tim, 441-434; (O) 205; (AA) 208; (BB) 307; (CC) 304; (DD) & EE 305.

1917 (7 Pass.)—(J) Tim, 339-3320; (K) Tim, 441-434.

1917 (A Handley)—(A) 305; (B) 308; (J) 0208; (K) 0407; (O) 205; (AA) 208; (BB) 307; (DD & EE) 305. 1919 (Sedan)—(A) Gur. 308; (B) Gur, 305; (F) Hy, 16681; (G & H) Hy, 26056; (I) Salis 6187. 6187.

MARMON—1914-15-16 (41-61)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 457-454; (H) 559-552; (J) 439-4320; (K) 539-532. 1914 (6-48)—Tim. Brgs.; (A) 443-4320; (B) 435-4320; (D & E) 456-4520; (AA, BB, DD & EE) 335-3320. 1915 (32)—(F) 311; (AA) 310; (AA) 408; (DD & EE) 406. 1915 (41)—(O) 0206; (Q) 0210; (AA) 309; (BB) 308; (DD & EE) 406. 1915 (48)—(O) 0206; (Q) 0211; (AA) 310; (BB) 408; (DD & EE) 406. 1915 (48)—(O) 0206; (Q) 0211; (AA) 310; (BB) 408; (DD & EE) 406. 1916 (6-34)—(A) Tim., 337-3320; Tim., 415-412 after first 500 cars; (B) Tim., 236-2330; (F) 311; (G & H) DR 212; Hy, 26056; (K) 310; (AA) 209; Hy. 17026; (BB) Hy, 27125; (FF) Hy, 16828; (HH) 1305. 1917-18-19 (34)—(A) Tim., 415-412; (B) Tim., 236-2330; (F) 311; (G) DR 212; Hy, 26056; (H) 26056 Spec.; (K) 310; (AA) 209; Hy, 17026; (BB) Hy, 17026; (FF) Hy, 16828; (HH) 305. 305. 1920 (34)—(A) Tim, 415-412; (B) Tim, 3620-2687; (F) 311DR; (G) 212DR; (H) Hy, 26056 (K) 310; (P) 206DR; (AA & BB) Hy, 27026; (FF) Hy, 16828; (KK) Hy, 16945; (LL) Tim 2620-2690

2620-2690.

MARTIN "ATLAS"—1914 (Mod. B)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (C) 341-3320; (D) 4558-4520; (G & H) 375-3720.

1915 (Mod. A)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6556-6520; (E) 5355-5320; (G) 375-3720; (H) 395-3920.

1915 (Mod. B)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720.

1916-17-18 (¾ Ton)—(D & E) Bower, 209AL; (AA) Hy, 27797; (BB) Hy, 27899; (DD & EE) Hy, 26972; (FF) Hy, 26956.

1917 (C, Fire Truck)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; BB), 440-4320; (DD & EE) 335-3320.

1919-20 (¾ Ton)—(A) Bk, N307-107; (B) Bk, N305-105; (D & E) Bk, 355-35; (G & H) Bk, N209-09; (J) Bk, 321-31; (K) Bk, 417-41; (AA) Hy, 27797; (BB) Hy, 27899; (CC & FF) Hy, 26956.

MASON-1914-15-(O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306. MASTER—1919 (J1, JW, 1½ Ton)%(O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE)

306.

1919 (MW, 2 Ton)—(O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306.

1919 (M, 2 Ton)—(O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

1919 (M, 2 Ton)—(O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

1920 (A & AL)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 6755-5720; (G) 5766-5720; (H) 559-552; (J) 6359-6320; (C) 5354-5320; (D, G & H)

780-772; (E) 6552-6521; (J & K) 6359E-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE)

415-412; (GG) Hy, 29097.

1920 (JW)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120; (D) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (GG) Hy, 29097.

1920 (WA, 3½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 6378-6320; (G & H)

477-473; (J) 456-453; (K) 539C-532.

1920 (W & WL)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (GG) Hy, 29097.

MATHESON—1909-10-11 (M-17-24)—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
1910 (Mod. 18)—(D) 310; (E) 209; (G) 209; (H) 311; (O) 208; (AA) 308; (BB & DD) 1405 (CC & EE) 305. MAXWELL—1914-15-16 (25)—(F) Hy, 16714; (G & H) Hy, 26710; (AA) Hy, 16553

MAXWELL—1914-15-16 (25)—(F) Hy, 16714; (G & H) Hy, 26710; (AA) Hy, 16553.
4320; (AA) Hy, 16553.
1917 (1 Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (E) 4550-4520; (J & K) 440-4320.
1917-18-19 (25)—(F) Hy, 16714; (G & H) Hy, 26227; (AA) Hy, 16553.
1918 (25 Lt. Del)—(F) Hy, 16714; (G & H) Hy, 26227; (K) Hy, 26621; (AA) Hy, 16553.
1919 (25)—(F) Hy, 16658; (G & H) Hy, 26269; (AA) Hy, 16553; (GG) Hy, 26245.
1919 (1 Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 4550-4520; (J) 440-4320; (AA).
Hy, 16553; (GG) Hy, 26245.
1920 (1, 1½ Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 4550-4520; (J & K) 440-4320; (B) Hy, 16833; (GG) Hy, 26243.
1920 (5)—(D&E)Hy, 16858; (G&H)Hy, 26269; (AA)Hy, 16553; (GG)Hy, 26245.

MENOMINEE—1915 (Mod. A-C)—(AA) Tim, 277-274; (B) Tim, 339-333.

1916 (Truck)—Tim. Brgs.; (D) 462-4520; (E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

1916 (Mod. D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916 (Mod. E-W)—Tim. Brgs.; (D) 462-4520; (E) 375-3720; (G) 539C-552; (H) 456C-454; (J & K) 539C-532.

1917 (B K) 539-532.

1917 (B K) 539-532; (AA) 277-274; (BB) 339-333.

1917 (F-W 1 Ton)—Tim. Brgs.; (D) 463-4520; (E) 375-3720; (G) 456C-454; (H) 559C-552; (J & K) 539-532; (AA) 277-274; (BB) 339-333.

1917 (F-W 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & E) 316-312.

1917 (H 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1917 (D 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539-552; (AA) 373-3320; (BB) 335-3320; (DD & EE) 316-312.

1917 (D 1½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (D & EE) 316-312.

1917 (G 1½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (D & EE) 316-312.

1917 (G 1½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (D & EE) 316-312.

1917 (G 1½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 3191-3120; (D) 311DR; (G & H) 5212; (J & K) 5407; (N) 308; (O) 205; (P) 308.

1919-20 (H 1 1½ Ton)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (D) 311DR; (G & H) 5212; (J & K) 5407-D; (N) 308; (O) 205; (P) 308.

(J) \$411; (K) \$412DK; (O) \$205; (F) \$085.

MERCER—(Mod. 35A, B, D, G, H, J, K)—(A & D) SKF. 2310; (E) SKF 2210; (O) 205; (AA) SKF 2206; (BB) SKF 2308; (CC) 307 & 308; (DD & EE) 308; (GG) 202 & 203.

1916-17-18 (22-72-73-74)—(D) 310; (E) 210; (O) 206; (P) DR. 207; (R) 307; (AA) 308; (BB) DR. 308; (CC) DR. 206; (DD & EE) 308.

1919-20-21—(A) Bk, N308; (B) Bk, 319-32; (G & H) 539; (J) 447; (K) 413.

1920 (Series 5)—(AA) Hy, 16413-16412; (BB) Hy, 26615; (CC) Hy, 02460; (DD & EE) Hy, 26414.

Hy, 26414

METCOR.—1915 (Mod. 42)—(K) 308; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 305

1915 (Pleas.)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412.

1916-17 (Hearse 75-80)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

1919-20-21(A) Bk, 335; (B & C) Bk, 236; (D & E) Bk, 355; (G & H) Bk, 375; (J) Bk, 337; (K) Bk, 435; (O) 205; (P, AA, BB) 308; (Q, DD & EE) 307; (CC) 305; (GG & KK) Spec.

1919—(A) Bk, 418; (B) Bk, 258; (D & E) Bk, 375; (J) Bk, 335; (K) Bk, 447.

1920—(A) Bk, 418; (B) Bk, 257; (D, EG & H) Bk, 375; (J) Bk, 335; (K) Bk, 449.

METC—1920 (All Mod.)—Tim. Brgs.—(A) 317-312; (B) 2687-2690; (D) 415T-4124; (C. &

1920—(A) Bk, 418; (B) Bk, 257; (D, EG & H) Bk, 375; (J) Bk, 335; (K) Bk, 449.

METZ—1920 (All Mod.)—Tim. Brgs.—(A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 3598-3520; (J) 2785-2720; (K) 3381-3320.

MICHIGAN HEARSE—1918 (1-A)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 375-3720; (E) 462-4520; (G) 559C-552; (H) 456C-45± (J & K) 539C-532.

1918 (1-B)—Tim. Brgs.; (A) 419-412; (B) 516-312; (C) 3656B-3620; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453.

1919-20 (4,000)—Tim. Brgs.; (A) 415-412; (B) 316-312; (F) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.

1920 (1012)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 539TE-532; (G & H) 397-3920; (J) 444-432; (K) 456-453.

n) 09f-032J(; U) 444-45Z; (K) 400-450.

MICHIGAN TRAILER—1917 (AB 1 Ton)—(A) Tim. 3358-3320; (B) Tim, 3154-3210.

1917 (C-D 1½ Ton)—(A) Tim. 4550-4520; (B) Tim. 4353-4320.

1917 (E 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320.

1917 (F 3½ Ton)—(A & D) Tim. 5550-5520; (B & E) Tim. 5351-5320.

1917 (C 5 Ton)—(A & D) Tim. 5556-5520; (B & E) Tim. 5351-5320.

MILLBURN—1919-20-21—(G & H) Bk, 355.

MILLER, CO. AJ-1917 (A-Mod.)—(A) Br, 308AXL; (B) Br, 305AXL; (F) Hy, 16681; (G & H) Hy, 26056; (J) 208; (K) 407.

MILWAUKEE-1916 (3 Ton)-Tim. Brgs.; (A & D) 6451-6420; (B & E) 5551-5520; (G &

M1TCHELL—1915 (4 Cyl.)—(A) Tim, 344-333; (B) Tim, 237-233; (J) DR. 307; (K) Hy, (BB) 210; (CC) 307.
1915 (B-35-45)—(A) Tim, 344-333; (B) Tim, 237-233; (J) DR. 307; (K) DR. 304; (AA) 308; (BB) DR. 210; (CC) 307.
1915 (Six)—(G & H) Hy, 16041; (S) 308; (AA) 1308; (BB) 210; Hy, 16354.
1916 (Six)—(F) Hy, 26622; (G & H) Hy, 26491; (K) DR. 307; (S) 209; (AA) DR. 209; (CC) 209; (DD & EE) Hy, 17795.
1916-17 (Mod. C-42)—(A) Tim, 344-333; (B) Tim, 237-233; (F) Hy, 26622; (G & H) Hy. 26491; (J) 307; (A) 209; (BB) 209; (DD & EE) Hy, 17795; (GG) Hy, 26482.
1917 (D-40)—(F) Hy, 16779; (G & H) Hy, 2605; (J) 207; (K) 408 on cars 70,000 to 81700; (J) 307; (K) 207 on cars 81701 up; (AA) 209; (BB) 209; (DD & EE) Hy, 17795.
1918 (Mod. C-42)—(A) Tim, 344-333; (B) Tim, 237-233; (F) Hy, 26622; (G & H) Hy, 26491; (J) Gur. 307RT; (K) Gur, 407; (AA) 209; (BB) 209; (DD & EE) Hy, 17795; (GG) Hy, 26482.

26482.
1918 (Mod. D-40)—(A) Tim, 344-333; (B) Tim, 237-233; (F) Hy, 16779; (G & H) Hy, 26056; (J) 1407; (K) 307; (AA) 209; (BB) 209; (DD & EE) Hy, 17795; (GG) Hy, 26482.
1919 (Mod. E-40, E-42)—(A) Tim, 344-333; (B) Tim, 237-233; (F) Hy, 26622; (G & H) Hy, 26491; (J) Gur, 307RT; (K) Gur, 407; (AA) 209; (BB) 209; (DD & EE) Hy, 17795; (GG) 26482.

(GG) 20482. 1919 (E-40, 42)—(A) Tim, 344-333; (B) Tim, 237-233; (D & E) Hy, 26622; (G & H) Hy, 26491; (DD & EE) 17795; (GG) Hy, 26482. 1919 (D-40, C-42)—(A) Tim, 344-333; (B) Tim, 237-233. 1920 (F-40)—(A) Tim, 344-333; (B) Tim, 237-233; (D & E) Hy, 26622; (G & H) Hy, 26491; (J) Hy, 610304; (AA) 209DR; (BB) 306; (CC) Hy, 26972; (DD & EE) Hy, 17795; (GG) Hy, 26482.

26482.

MODERN—1916 (V), 1917 (Mod. C)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 455-4520; (E) 3762-3720; (C) 559C-562; (H) 456C-454; (J & K) 539C-532.

1916-17 (Lt. Del. 15)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1914-15 (34-1 Ton)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.

1917 (S0 2 Ton)—(AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698.

1917 (Mod. B-N)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-2520; (G & H) 559C-552; (J & K) 539C-532.

MOGUL—1915-16 (L-W)—Tim. Brgs.; (A) 4558-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1915-16 (L-C)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 4553-4520.

(E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1915-16 (Mod. T)—Tim. Brgs.; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & X) 559C-552.

MOHAWK-1917 (D & E) Hy, 16018; (G & H) Hy, 26063.

MOLINE KNIGHT—1915% (F) 312; (K) 310; (AA) 307; (BB) 308; (DD & EE) 306.
1916 (6-50)—(BB) 308.
1915 (40-50)—(D & E) 312 DR; (J) 308 DR; (K) 310; (CC) 305 DR.
(Mod. M-40)—(D & E) 312; (K) 408.
1916 (M-K 50)—Tim. Brgs.; (AA) 337-3320; (BB) 339-333; (DD & EE) 319-313.
1916 (M-K 50)—Tim. Brgs.; (AA) 337-3320; (H) Hy, 26083.
1917-18-19 (Mods. G, C & L)—Tim. Brgs.; (A) 3381-3330; (B) 2382-2350; (D) 43-T 4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (Q) Ann, 205; (AA) Hy, 26518; (BB) Hy, 26737.

26737.
1918 (Knight-C)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (F) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432.
1919-20 (J)—Tim. Brgs.; (A) 415-412; (B) 2382:2330; (C) 3656B-3620; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) 277-274; (BB) 339-333.

MONARCH—1914-15 (4-5 Pass.)—(F) Hy, 16018; (G & H) Hy, 26062. 1915 (6 Cyl.)—(F) Hy, 16779; (G & H) Hy, 26056.

MONITOR—1916 (4-30, 6-40)—(F) Hy, 16018; (G & H) Hy, 26063.

1917—(D) Bower, 309ADT; (G & H) Bower, 209AL.

1920 (2050-F, R)—(A) Bk, 317-31; (B) Bk, 235-23; (D & E) Bk, N207; (G & H) Bk, 336-33 (J) Bk, N307; (K) Bk, 315-31.

MONROE—1915 (M-2)—(G) ND. 0208; (H) 208; (J) 0305; (K) 305; (AA) 207; (BB) 306. 1915 (Roadster)—(F) Hy, 16228 & 16829; (G & H) Hy, 26069. 1917 (M-3)—(F) Hy, 16395; (G & H) Hy, 26220 & 26253. 1916—(K) Special 306; (AA) 207; (BB) 306. 1917 (M-4)—(G & H) 0208; (K) 306; (Q) 302; (AA) 207; (BB) 306. 1919—(A) Bk, 316; (B) Bk, 235; (D) Bk, 417T. 1921—(A) Bk, 316; (B) Bk, 235; (F) Bk, 417T; (G & H) 208RT; (J) 306; (K) 304.

MOON1915—Tim. Brgs.; (A) 415-412; (B) 315-312; (F) ND. 0212; (G) 375-3720; (H) 456-4520; (J) 337-3320; (K) 415-412.

1916 (6-30)—(F) 209; (G & H) 0209; (J) 207; (K) 307; (O) 205; (AA) 209; (BB) 307.

1916-17 (6-44)—(F) 210; (G & H) 0210; (J) 407; (K) 305; (O) 205; (AA) 209; (BB) 307.

(Mod. 6-45)—(N) 207; (O) 205; (CC) 307 & 210; (DD & EE) 306.

MOON—Continued 1917 (6-66)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (E) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2520; (K) Tim, 417-414; (O) 205 (CC) 307 & 210; (DD & EE)

1918 (6-36-18)—(AA) Hy, 26518. 1920 (6-48)—(A) Tim, 317-312. (B) Tim, 2687-2620; (D & E) Tim, 415T-412; (G & H) Tim, 359T-3520; (J) Tim, 2785-2720; (O) 205DR; (AA, BB, CC, DD, EE & FF) Warner 28 (GG) Hy, C600.

MOORE (Pacific Metal Prod. Co.)—1914 (1,500 lbs.)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

MOORE—1916-17 (30)—(G & H) Hy, 26216.

1919%(D & E) Br, 208AX.

1920 (F)—(A) Tim, 317-312; (B) Tim, 235-2320; (D & E) Tim, 277-274; (G & H) Hy, 26216 (CC) Hy, 16950.

1920 (F)—(A) Tim, 317-312; (B) Tim, 235-2320; (D & E) Tim, 277-274; (G & H) Hy, 26216; (CC) Hy, 16950.

MORELAND—1915-16 (¾ Ton)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1915-16 (1¼ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1915-16 (1¼ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 41B-3320; (D & E) 5553-5520; (G & H) 559C-552; (H) 456C-454; (J & K) 539C-532.

1915-16 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 441B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-552.

1915-16 (3½ Ton)—Tim. Brgs.; (A) 4540-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & E) 5756-5720; (J & K) 559C-552.

1917 (¾ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320; (G & H) 375T-3720; (J & K) 436-433; (O) Ann, 205; (Q) 209 Gur; (BB) 339-333; (DD & EE) Ann, 306.

1917-18-19 (1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) Ann, 205; (PP) 208DR; (Q) Gur, 209; (AA) 344-3320; (BB) 440-4320; (CC) 2690; (DD & EE) 339-333.

1917-18-19 (2½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 553-5520; (G & H) 559C-552; (J & K) 530C-552; (G & K) 5750-5720; (G & H) 5765-5720; (

MURRAY—1917 (70-T)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.
1918—(O) 205; (FA) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.
1917-18 (70-J, T)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

MUSKEGON—1919 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 2382-2320; (D & E) 311DR (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320; (Q) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

MUTUAL-1918 (Sedan)-(A) 308; (B) 305; (F) Hy, 16681; (G & H) Hy, 26056; (J) 307

(K) 407. 1919-20-21 (2A, 2AP)—(A) Bk, N310; (B) Bk, N308. 1920 (2A, 2½A, 3½A, 5A)—(GG) Hy, 29097.

NAPOLEON—1919-20 (9)—(A) Tim, 435T-4320; (B) Tim, 3196-3120; (D) Hy, 16667; (E & J) 306DR; (G & H) Hy, 26391; (I) 234E; (K) Hy, 16594; (L) Hy, 16215; (O) 205; (P; S & BB) 307; (AA) 304; (CC) 205; (DD) 305; (EE) 306.

1919-20 (11)—(A) Tim, 435T-4320; (B) Tim, 3196-3120; (D) Hy, 16670; (E, J & L) 307DR; (G, H & M) Hy, 16069; (I) 206N-2; (K) Hy, 26668; (O, CC) 205; (P, S & BB) 307; (AA) 304; (DD) 305; (EE) 306.

1920 (7)—(A) Tim, 3381-3320; (B) 2380-2320.
1921 (9)—(A) Tim, 3381-3320; (B) Tim, 2687-2620; (D) Hy, 16667; (E) 217-E6; (G & H) Hy, 26391; (I) 234E; (J) 306DR; (K) Hy, 16594; (L) Hy, 16215; (O & CC) 205; (P, S & BB) 307; (AA) 304; (DD) 305; (EE) 306.

1921 (11)—(A) Tim, 3381-3320; (B) Tim, 2687-2620; (D) Hy, 16670; (E, J & L) 307DR; (G & H) 86E; (I) 234E; (K) Hy, 26668; (M) Hy, 16069; (O & CC) 205; (P, S & BB) 307; (AA) 304; (DD) 305; (EE) 306.

(AA) 304; (DD) 305; (EE) 306.

NASH—(Mod. D)—(O) 204.

1918-19 (Mod. 2017)—(D) Hy, 16670; (E) ND. 307; (G & H) Hy, 26064; (J) 307; (K) Hy, 26068; (I) Clark Co. 234E; (O) 205 Single; (P) 308; (Q) Brg. Co. of Amer., 776A; (DD & EE) 305.

1918-19 (Mod. 3017)—(D) Hy, 26662; (E) 308; (G & H) Hy, 26057; (I) Clark Equi.Co. 53E; (J) 307; (K) Hy, 26777; (O) 205 Single; (P) 308; (Q) Brg. Co. of Amer., 776A.

1918 (2016, 3017, 3018 1-Ton), 1919 (3018 2-Ton)—(F) Hy, 26662; (G & H) Hy, 26388; (K) Hy, 26777.

1918 (3017 2-Ton)—(F) Hy, 26662; (G & H) Hy, 26356; (K) Hy, 26777.

1918 (3017 2-Ton)—(F) Hy, 16670; (G & H) Hy, 26064; (K) Hy, 2668.

1918 (4017A)—(G) Tim, 397-393; (H) Tim, 462-4520; (J) Tim, 357-353; (K) Tim, 420-414.

1919 -20-21 (681)—(O) SKF.204; (Q, KK & LL) Spec.

1919 (2017)—(D) Hy, 16670; (E, J & BB) 307DR; (G & H) Hy, 26064; (I, KK & LL) Spec.; (Drive Shaft) Hy, 16287; (K) Hy, 26777; (P) 308; (DD & EE) 305.

1919 (3017)—(D) Hy, 26665; (E) 308DR; (G & H) Hy, 26057; (I) Spec.; (Drive Shaft) Hy; 17791; (J & BB) 307DR; (K) Hy, 26777; (P) 308; (DD & EE) 305.

1919 (4017)—(A) Tim, 5563-5520; (B & E) Tim, 4361-4320; (D) Tim, 5555-5520; (G) Tim, 462-4520; (H) Tim, 397-393; (I) Bk, 357; (Drive Shaft) Bk, 315; (J & K) Tim, 397-353; (P) 308; (AA & BB) HB6407; (DD & EE) 212; (Layshaft) 406; (Drive Sprocket) 309; (GG) 205.

(GG) 205. 1920-21 (2018)—(D) Hy, 26670; (E, J, BB & Drive Shaft) 307DR; (G & H) Hy, 26064; (I & CC) Spec.; (K) Hy, 26668; (P) 308; (DD & EE) 305. 1920-21 (3018)—(D) Hy, 26662; (E) 308DR; (G & H) Hy, 26057; (I & CC) Spec.; (Drive Shaft) 309DR; (J) 307DR; (K) Hy, 26777; (P) 308; (AA) 210-212; (BB) 212; (DD & EE)

NATIONAL—1915 (4)—(G & H) 212; (J) 307; (K) 409; (AA) 211; (BB) 308; (DD & EE) 306. (Mod. A-B 6-Cyl.)—(A) Tim, 418; (B) Tim, 315; (D, E, G & H) Tim, 375-3720; S.R.B. Mg. 155; (J) Tim, 315-412 S.R.B. Mg. 135; (K) Tim, 440 S.R.B. Mg. 150; (AA) 209; (BB) 308; (DD & EE) 306. (AA) 209; (BB) 308; (DD & EE) 306. (AB) 209; (BB) 308; (DJ & EE) 306. (AB) 209; (BB) 307; (DJ & EE) 306.

1919 (AL-AM)—(A) Bk, 418; (B) Bk, 257; (D, E, G & H) Bk, 375; (J) Bk, 335; (K) Bk, 449; (O) 205; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) 306.

1920 (BB)—(A) Bk, 418; (B) Bk, 257; (C) Nice, 4688; (D, E, G & H) Bk, 375; (J) Bk, 335, (K) Bk, 449; (O) 205; (Q) Nice, 4703; (R) Nice, 4744; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) 306.

NELSON—1916-17-18—(H) Hy, 27995; (DD) Hy, 16946; (EE) Hy, 16957. 1920 (Jumbo 35)—(E) 410DR; (K) 310DR; (Jackshaft) 310; (AA & BB) Tim, 357-353; (DD & EE) 339-333.

NELSON & LE MOON—1914-15 (E ¾ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1914-15 (E 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1914-15-16 (E 1½-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1914-15 (D 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1916 (E 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720 (G) 5590-552; (H) 4560-454; (J & K) 5390-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1916 (E 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 5590-552; (J & K) 5390-532; (AA & BB) 357-353; (DD & EE) 339-333.

1916 (E 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 5590-552; (AA & BB) 440-4320; (DD & EE) 415-412.

1917 (E 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-454; (AA) 337-3320; (BB) 335-3320; (D & E) 5553-5520; (G & H) 5590-552; (J & K) 5390-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (E 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 5590-552; (J & K) 5390-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (E 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; 
473; (J & K) 456-453; (O) 205; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1919-20 (F-2½)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539E-5522; (O) 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257.

1919-20 (F-3½)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5766-5720; (J) 559C-552; (K) 6375E-6320C; (O) 205; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333.

1919-20 (F-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 730-772; (E) 6552-6521; (J & K) 6375E-6320C; (O) 205; (P) 208DR; (AA) 439-4320; (BB) 445-4320; (DD & EE) 415-412; (CC) 335.

1921 (G-1½)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G & H) 477-473; (K) 539E-532; (O) 205; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1921 (G-1½)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 257; (DD & EE) 316-312.

1921 (G-3½)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5777-5720; (K) 6375E-6323; (O) 205; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333.

1921 (G-5)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375E-6323; (K) 6455E-6422; (O) 205; (P) 208DR; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 339-333.

NETCO—1915 (Mod. C)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916 (Mod. C)—Tim. Brgs.; (A) 4558-4520; (B, C, D & E, G & H, J & K) same as 1915.

1917 (Z Ton)—Same as 1916-C with (AA) 337-3320; (BB, DD & EE) 335-3320.

1918 (C-2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539D-532; (AA) 337-3320; (BB & DD) 335-3320.

1919 (H)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5535-5520; (G & H) 559-552; (J & K) 539B-532; (AA) 336-3320; (D & EE) 339-333.

1920 (D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539E-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1920 (D-Tim. Brgs.; (A) 4558-4520; (B) 360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J & K) 539E-532; (AB) 357-353; (DD & EE) 339-333.

NEW ERA—1916-17—(F) Hy, 16395; (G & H) Hy, 26253; (AA) 207; (BB) 305.

NILES—1917—(B ¾4, 1-Ton)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 46C-454; (J & K) 539C-532.

1917 (E-2 Ton)—Tim. Brgs.; (A) 4558-4520; (C) 443-4320; (D & E) 5553-5520; (G) 559C-552; (H, J & K) 539C-532.

1918 (B-1 Ton)—(AA) Hy, 17026; (CC & FF) Hy, 16820; (DD & EE) Hy, 16506.

1918 (E-2 Ton)—(AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698; (GG) Hy, 26907.

29097.

NOBLE—1919-20-21 (A-20)—(A) Bk, N308; (B) Bk, N307; (F) 311DR; (G & H) 215DR; (J) 407; (K) 408DR; (N) 308; (O) 205; (Q) 212; (S & BB) 307; (CC) 304; (DD) 305; (EE) 306; (GG) Hy, 19050.

1919-20-21 (B-30)—(A) Bk, N308; (B) Bk, N307; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (N) 308; (O) 205; (Q) 212 Spec.; (S & BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) 1740; (GG) Hy, 19050.

1919-20-21 (C-40)—(A) Bk, N310; (B) Bk, N308; (C) A-392 Spec.; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (N) 308; (O) 205; (Q) 212 Spec.; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (N) 308; (O) 205; (Q) 212 Spec.; (F) 314DR; (G & H) 217DR; (J & K) 408; (M) 3107D; (O) 205; (P) 208; (Q) 212 Spec.; (AA & BB) 308; (CC) 304; (DD & EE) 306; (GG) Hy, 19050.

1919-(E-70)—(A) Bk, N312; B) Bk, N311; (C) A-415 Spec.; (F) Br, 317; (G & H) 219; (I) 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 208; (Q) 212 Spec.; (AA & BB) 308; (CC) 304; (DD & EE) 306; (GG) Hy, 19050.

1920-21 (E-70)—(A) Bk, N312; (B) Bk, N311; (C) A-415 Spec.; (F) Br, 317; (G & H) 219; (I) 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 208; (Q) 212 Spec.; (AA) 211; (BB) 309; (SS) 4011; (DD & EE) 306; (GG) Hy, 19052.

1920-21 (E-70)—(A) Bk, N312; (B) Bk, N311; (C) A-415 Spec.; (F) Br, 317; (G & H) 219; (I) 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 208; (Q) 212 Spec.; (AA) 211; (BB) 309; (SS) 4011; (DD & EE) 308; (GG) Hy, 19052.

NOMA—1920 (1-C)—Tim. Brgs. ; (A) 415-412A; (B) 2382-2330; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432.

NORTHWAY—1919-20 (2 Ton)—(A) Bk, 310; (B) Bk, 308; (F) 314DR; (G & H) 217DR; (J & K) 408; (M) 3107D; (N) 408; (O) 205; (HH) 304; (KK & LL) Spec. 1919-20 (3½ Ton)—(A) Bk, 312; (B) Bk, 311; (F) 317DR; (G & H) 219; (I) 918; (J) 409; (K) 410; (M) 3110D; (N) 408; (O) 205; (HH) 304; (KK & LL) Spec.

NORTHWESTERN—1919 (W-2 Ton)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.

NORWALK—1920 (25-E, M-35, M-1½ Ton)—(A) Tim, 317-312; (B) Tim, 235-2320; (D & E) Tim, 277-274; (G & H) Hy, 26216; (CC) Hy, 16950.

OAKLAND—1915 (37)—(F) Hy, 16691; (G & H) Hy, 26062; (AA) Hy, 17798; (J) 306; (K) 1406; (O) 0305; (Q) 305; (BB) 307. 1915 (48)—(J) 307; (K) 407; (P) 307; (Q) 0305; (AA) 212; (BB) 307. 1915 (49)—(F) Hy, 26696; (G & H) Hy, 26059; (AA) Hy, 17798; (J) 307; (K) 407; (P) 307; (Q) 305.

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O KLAND—Continued
1916 (32)—(F) Hy, 26394; (G & H) Hy, 26223; (AA) Hy, 17024; (J) 306; (K) 307; Spec. bore 1.811; (BB) 306.
1916 (38)—(F) Hy, 16691; (G & H) Hy, 26062; (AA) Hy, 17798; (J), 306; (K) 406; (Q) 0305; (BB) 307.
1916-17 (50)—(F) Hy, 16692; (G) Hy, 26056; (H) Hy, 26083; (J) 315; (K) Tim. 418.
(O) DR.302; (AA) 212; (BB) 307; (GG) 204.
1917 (34)—(F) Hy, 26394; (G & H) Hy, 26223; (AA) Hy, 17024; (J) 306; (K) 307, Spec. bore 1.1811; (BB) 306.
1918-19 (34-B)—(F) Hy, 26394; (G & H) Hy, 26223; (J) DR.306; (K) 307; (S) 210; (BB) 307.
1920-21 (34-U)—(K) 307 Spec.; (S) 210; (BB) 307.
   O KLAND-Continued
    OGDEN—1920 (E)—(AA & BB) Tim, 337-3320; (DD & EE) Tim, 319-313.
O. K. TRUCK—1920-21 (K-1½ To n)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (F) 311DR; (G & H) 213; (J & K) 407; (N) 308; (O) 205; (AA) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920-21 (L-2½ Ton)—(A) Tim, 4554-4520; (B) Tim, 3360-3320 (F) 315DR; (G & H) 214; (J) 310; (K) 410; (N) 311; (O) 205; (AA & BB) 308; (CC) 305; (DD & EE) 306.

1920-21 (M, M1-3½ Ton)—(A) Tim, 4553-4520; (B) 5554-5520; (F) 218 & 317D; (G & H) 215; (J) 311; (K) 411; (O) 205; (AA) 308-310; (BB) 310; (CC) 305; (DD) 307; (EE) 308.
   OLD HICKORY—1916 (30-W)—Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532. 1916-17-18 (1000 lbs., 1200 lbs., Del., M ¾ Ton)—(F) Hy, 16681; (G & H) Hy, 26056. 1919-20 (M-¾ Ton)—(FF) Hy, 16950.
       OLD RELIABLE—1916 (2 Ton)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320
            (CC) 257.

1916 (3 Ton)—Tim. Brgs.; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333.

1916 (4 Ton)—Tim. Brgs.; (AA & BB) 440-4320; (CC) 335; (DD & EE) 415-412.

1917-18 (3 Ton)—(D) Bower, 317NDT.

1919 (1½ Ton)—(A) Bk, N310DR; (B) Bk; N308DR & 309DR; (AA) 337-3320; (BB, DD & EE) 335-3320.

Ten. (A) Bk, N310DR; (B) Bk, N31DR; (E) 317DR; (C, & ID) 310 (A) Bk, N31DR; (C, & ID) 310 (A) Ak, N31DR
              1919 (1½ Ton)—(A) Bk, N310DR; (B) Bk, N30DR & 303DR, (AA) 301-205, (D2) DEED 335-3320.

1919 (2, 2½, 3 Ton)—(A) Bk, N312DR; (B) Bk, N311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 413DR; (O) 205; (O) 209RT.

1919 (2 Ton Chain)—(A) Bk, N312DR; (B) Bk, N311DR; (D) Bk, N313; (E) Bk, N315.

1919 (4 Ton Chain)—(A) Bk, N315DR; (B) Bk, N314DR; (D) Bk, N316; (E) Bk, N315.

1919 (5 Ton)—(A) 312DR; (B) 314DR; (F) 319DR; (G & H) 219; (J) 409; (K) 410; (O) 205; (Q) 209RT.

1919 (7 Ton Chain)—(A) Bk, N315DR; (B) Bk, N314DR; (D) 6552-6521; (E) 6452-6420; (G & H) 313DR; (Sprocket Shaft) 217; (Q) 209RT; (AA) 312; (BB) 411; (CC) 308; (DD) 310; (EE) 409.
    310; (EE) 409.

OLDSMOBILE—1914-15 (54-55)—(A) Tim, 438-4320; (B) Tim, 317-312; (F) 313; (G & H) 312; (J) 307; (K) 310; (O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.

1915 (First 200 cars 42)—(A) Tim, 339-333; (B) Tim, 237-233; (F) Hy, 16691; (G & H) Hy, 26062; (J) 1406; (K) 306; (Q) 1305; (AA) Hy, 17798; (BB) 307.

1915 (42)—Tim. Brgs.; (A) 275-274; (B) 237-233; (G & H) 375-3720.

1915 (42)—Tim. Brgs.; (A) 275-274; (B) 237-233; (G & H) 375-3720.

1916-17 (43-44 M-45, 8-Cyl.)—(A) Tim, 275-274; (B) Tim, 237-233; (F) 310; (G & H) Tim, 366-363, ND 210; (J) 306; (K) 406; (AA) Hy, 17798; (BB) 307.

1917 (M-45, 4-8)—Tim. Brgs.; (A) 275-274; (B) 237-233; (G & H) 375-3720; (G & H) 365-362 on first 1000 cars; (AA) Hy, 17798.

1917 (Little €)—Tim. Brgs.; (A) 259-2520; (B) 1751-1730; (G & H) 366-363( (G & H) 375-3720, used after first 1000 cars; (AA) Hy, 17798.

1918 (M-37)—(F) 309; (J) 406; (K) 306; (AA) Hy, 17024.

1919 (45)—(AA) Hy, 17798.

1918 (45A-8 Cyl.)—(A) Tim, 337-3320; (B) Tim, 236-2320; (G & H) 377-3720; (FF) Gy, 16820.
                  7 16820. (F) 309DR; (J & BB) 306DR; (K) 406; (AA) Hy, 17024; (CC) Hy, 26972.
1919-20 (45-A, B)—(F) 311DR; (J & BB) 307DR; (K) 407; (AA) 210 & Hy, 17798; (CC) Hy, 16820.
1920 (37-A) A)—(F) 309DR; (J & BB) 306DR; (K) 406; (AA) Hy, 47024; (CC) Hy, 26972.
1919 (T-Truck Economy)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (BB) 307; (CC) 210.
1920 (1 Ton)—Tim. Brgs.; (A) 3381-3320; (B) 2687-2620; (D) 420-413; (E) 319-313; (G); 276-2720; (J) 275-2720; (K) 335-3320.
1920 (4 Cyl. Truck)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D) 420-413; (E) 319-313; (G) 276-2720; (J) 275-2720; (K) 335-3320.
                 OLYMPIAN—1917—(D & E) Bower, 208A; (G & H) Hy, 26216; (J) 206; (K) 306; (AA) 207
              1919 (45)—(D & E) Br, 208AX; (G & H) Hy, 26216; (O) 302; (AA) 207; (BB) 306.

ONEIDA—1920 (A-9)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (F) 311DR; (G & H) 212; (J & K) 407; (P) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920 (B-9)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (F) 311DR; (G & H) 213; (J) 407; (K) 407-(2); (P) 208; (AA) 208-307; (BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920 (C-9)—(A) Tim, 4554-4520; (B) 3360-3320; (F) 315DR; (G & H) 214; (J) 310; (K) 410 (2); (AA) 307-308; (BB) 308; (DD & EE) 306.

1920 (D-9 Tim. Axle 6652)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 5590-552; (K) 6359E-6320C.

1920 (D-9 Fuller Trans. & Rear Axle)—(F) 317DR; (G & H) 215; (J) 311; (K) 411 (2); (P) 208; (AA) 307-308; (BB) 308; (DD & EE) 306.

1920 (D-9 Fuller Trans. & Rear Axle)—(F) 317DR; (G & H) 215; (J) 311; (K) 411 (2); (P) 208; (AA) 307-308; (BB) 308; (DD & EE) 306.

1920 (E-9 Tim. Axle 6760)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

1920 (E-9 Tim. Axle 6760)—Tim. Brgs.; (A) 5557-5520; (B) 5351-5320; (C) 534B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

1920 (E-9 Tim. Axle 6760)—Tim. Brgs.; (A) 5557-5520; (B) 5355-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

1920 (E-9 Fuller Trans. Rear Axle)—(F) 319DR; (G & H) 220; (J) 411; (K) 412 (2); (P) 208; (AA) 308-310; (BB) 310; (C) 308; (DD) 307; (EE) 308.

1920 (E-9 Cotta-Trans.)—(AA) 210-310; (BB) 310; (DD) 307; (EE) 308.

OSHKOSH—1919-20 (A, AA, 2 Ton)—(A, B, D, E, G & H) Bk, N212; (C) 3158; (O) 205;
                         (BB) 305.
1919 (45)—(D & E) Br, 208AX; (G & H) Hy, 26216; (O) 302; (AA) 207; (BB) 306.
                     OSHKOSH—1919-20 (A, AA, 2 Ton)—(A, B, D, E, G & H) Bk, N212; (C) 3158; (O) 205 (AA) Tim, 344-333; (BB) 339-333; (DD & EE) 319-313; (GG) Hy, 29097. 1920-21 (B-BB)—(A, B, E, G & H) Bk, N212; (D) Bk, N312; (C) 3158.
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OVERLAND—1916 (83)—(D & E) 311; (K) DR.407; (DD & EE) 305.

1916 (75)—(D & E) 308; (J) DR.306; (BB) 208; (DD & EE) Hy, 26972.

1915 (82), 1916 (86)—(K) DR.307; (BB) 208; (DD & EE) Hy, 26972.

1917 (90)—(D & E) 309; (J) DR.306; (BB) 208; (DD & EE) Hy, 26972.

(Mod. 69)—(AA) 208; (BB) 307; (DD & EE) 305.

(Mod. 71)—(G & H) Tim, 375-3720; (AA) 209; (BB) 307; (CC) 304 (DD & EE) 306.

(Mod. 79)—(F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 305; (GG)

ND.3.

(Mod. 80)—(F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (CC) 208; (CC) 20
                   (Mod. 79)—(F) Hy, 16779; (G & H) Hy, 20000; (AA) 200; (BB) 307; (DD & EE) 305; (GG) ND.3. (Mod. 80)—(F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (CC) 208; (GG) ND.3. (Mod. 81)—(F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 305. (G-82)—(G & H) Tim, 375-372; (AA) 208; (BB) 210; (DD & EE) 306. 1918 (88-8)—(K & BB) 408DR; (AA) 210. 1918 (85-4)—(F) 310; (K & BB) 307DR; (AA) 208DR. 1918 (89-6)—(F) 311; (K) 407DR; (AA) 208DR. 1919 (4)—(A) Tim, 256-2520; (B) Tim, 1751-1730; (F) 308; (G & H) Tim, 358-354; (J) 406DR; (O) 302; (AA) 208; (BB) 307. 1919 (88-4)—(F) 312DR; (AA) 210; (BB) 408DR. 1919 (90-B)—(A) Tim, 256-2520; (B) Tim, 1751-1730; (F) 309; (G & H) Tim, 277-274; (K) 306DR; (AA) 208; (BB) 306DR; (CC) Hy, 16950; (DD & EE) Hy, 26972. 1919 (90-R)—(A) Tim, 1985-1930; (B) 1351-1330; (G & H) Tim, 277-274. 1919 (90-R)—(A) Tim, 335-3320; (B) 235-2330; (D & E) Tim, 365-363; (G & H) Tim, 385-383. 1919 (89)—(A) Tim, 317-312; (B) Tim, 235-2330; (G & H) Tim, 365-363.
                OWEN MAGNETIC—1916-17 (Mod. G-A)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.
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| PACKARD—1909-10-11-12 (UB, UC, UD, UEF, REF)—(A) Tim, 3750-3720; (B) Tim, 3154-3120; (G & H) D.W.F. 10U; (O) 208; (O) Mod. UB uses F. & S. BE. 25; (DD & EE) D.W.F. 5U; (DD & EE) Mod. REF. 308 & 309; (GG) 301. |
1909-10-11-12-13 (NA, NB, NC, NEF, 13-48)—(A) Tim, 3358-3320; (B) 3154-3120; (G & H) D.W.F. 9U; (G & H) Mod. 13-48 D.W.F. 10U; (O) 208; (O) Mod. NA. uses F. & S. BE. 25; (DD) D.W.F. 5U Mod. 13-4- uses 308; (EE) D.W.F. 4U Mod. 13-48 uses 309; (GG) 301. |
1909-10-11-12 (3A, TC, TD, ATD)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6354-6321; (G & H) D.W.F. 10U; (O) Mod. 3A & ATD use 208; Mod. TC & TD use F. & S. BE. 25; (DD & EE) D.W.F. 5U; (GG) 301 & 203. |
1912-13-14 (Mod. AT, N)—(G & H) D.W.F. 10U; (O) 208; (DD & EE) D.W.F. 5U; (GG) 301 & 203. | 301 & 203. (D) Tim, 4554-4520; (B) Tim, 4361-4320; (D) Tim, 5557-5520; (E) Tim, 5351-5320; (G & H) D.W.F. 10U; (O) 208; (DD & EE) D.W.F. 5U; (GG) 301-203. 1912-13-14 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6451-6420; (E) 6354-6321.
1913-14-15 (T 13-38)—(A) Tim, 436-4320; (B) Tim, 316-312; (G & H) D.W.F. 10U; (O) 208; (EE) D.W.F. 9U; (GG) 202.
1914-15 (15-48)—(A) Tim, 455-4520; (B) Tim, 3154-3120; (D) Tim, 5553-5520; (E) 1915-16-17 (1, 1½ D)—(A) Tim, 455-4520; (B) Tim, 3154-3120; (D) Tim, 5553-5520; (E) Tim, 5554-5520; (G & H) 217; (J & K) 309; (O) 305; (DD) D.W.F. 54U & 405; (EE) D.W.F. 9U & 310; (GG) 301 & 203; (HH) D.W.F. 6305.
1915-16-17 (2-D)—(A) Tim, 4554-4520; (B) Tim, 4367-4320; (D) Tim, 5752-5720; (E) Tim, 5553-5520; (G & H) 218; (J & K) 310; (O) 305; (DD) D.W.F. 54U & 405; (EE) D.W.F. 9U & 310; (GG) 301 & 203; (HH) D.W.F. 6305.
1915-16-17 (3-D)—(A) Tim, 6358-3621; (B) Tim, 5358-5320; (D) 6553-6521; (E) 6554-6521; (G & H) 221; (J & K) 312; (O) 305; (DD) 308; (EE) 309; (GG) 301 & 203; (HH) D.W.F. 6305. 6305. <sup>3</sup>/<sub>4</sub> (4-D)—(A) Tim, 6358-3621; (B) Tim, 5358-5320; (D) Bock, 779; (E) Tim, 6553-6521; (G & H) 222; (J & K) 313; (O) 305; (DD) 308; (EE) 309; (GC) 301 & 203; (HH) D.W.F. 6305. Rear) 301-203.

1919 (ED)—(A) Tim, 6358-6320; (B) Tim, 5358-5320; (D) Tim, 6553-6521; (E) Tim, 6554-6521; (G & H) 221; (I) 1120F; (J & K) 312; (M) 2120FD; (N) 310; (O) 305; (P) 308; (Q) 12068; (Main Shaft Int. & BB) 310; (Main Shaft, Front) Hy, 27971; (DD) 407; (EE) 408; (Direct Drive Gear, Front & Rear) 308-309; (CC, Front & Rear) 301-203; (KK & LL) Hy. 24385.

1920 (EF)—(A) Tim, 6358-6320; (B) Tim, 5358-5320; (D) Tim, 861-852; (E) Tim, 6552-6521; (G & H) 222; (I) 1121F; (J & K) 314; (M) 2123 FD; (N) 310; (O) 305; (P) 308; (Q) 12068; (Main Shaft Int. & BB) 310; (Main Shaft, Front) Hy, 27971; (DD) 407; (EE) 408; (Min Shaft Int. & BB) 310; (Main Shaft, Front) Hy, 27971; (DD) 407; (EE) 408; (Direct Drive Gear, Front & Rear) 308-309; (GG, Front & Rear) 301-203.

1920 (Single Six)—(A) Tim, 317-312; (B) Tim, 2687-2620; (G & H) Tim, 3598-3520; (J) Tim, 2785-2720; (K) Tim, 3381-3320. PAIGE—1915-16-17-18 (6-46, 51-55)—(A) 308RT, (B) 305RT; (D & E) Hy, 16681; (G & H) Hy, 26056; (J) 307RT; (K) 407RT; (AA) 210; (BB) 306; (DD, EE & FF) Hy, 17014; (FF) Bronze ½" I D. x 1½" O. D. x 1½" 1915 (G-6)—(A) 3038; (B) 3036; (J) 3037; (K) 0407; (O) 205; (AA) 1210; (U) 205. 1916 (H 1-6-36)—(A) 0308; (B) 0305; (J) 0207; (K) 0407; (O) 205; (U) 205; (AA) 1210; (BB) 306; (GG) 2 No. 4. 1916-17-18 (6-38, 39, 40)—(A) 308RT; (B) 305RT; (D & E) Hy, 16779; (G & H) Hy, 26056; (J) 208RT; (K) 407RT; (AA) 210; (BB) 306; (DD & EE) Hy, 17014. 1917-(A) 308; (B) 306; (J) 3077; (K) 0407; (AA) 210; (BB) 306. 1917 (K-6)—(J) 0407; (K) 0208. 1919 (6-38, 6-55)—(DD & EE) Hy, 17014. 1917-18 (6-38, 6-46)—(A) Bower, 308AL; (B) Bower, 305AL. 1919 (M-18)—(A) Br, 308; (B) Br, 305; (F) Hy, 16681; (G & H) Hy, 26056; (I) 86187; (J) 307; (K) 407. 1919-20-21 (15-19)—(A) Br, 336TXL; (B) Br, 236TX; (F) 310DR; (G & H) Hy, 26056; (I) 86177; (J) 208; (K) 407. 1919-20-21 (15-19)—(A) Br, 336TXL; (B) Br, 236TX; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883; (AA) Hy, 16953; (BB) 306; (DD & EE) Hy, 17104. 1920-21 (H-20-6-66)—(A) Br, 419; (B) Br, 236TX; (F) 311DR; (G & H) Tim, 385-383; (J) 305DR; (K) Hy, 57883; (AA) Hy, 16953; (BB) 306; (DD & EE) Hy, 17104. 308DR; (K) Hy, 57883; (AA) Hy, 16953; (BB) 306; (DD & EE) Hy, 17104. 308DR; (K) Hy, 57883; (AA) Hy, 16953; (BB) 306; (DD & EE) Hy, 17104. 308DR; (K) Hy, 57585, 5720; (G & H) 5756-5720; (J) 559-552; (K) 6359E-6320; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.

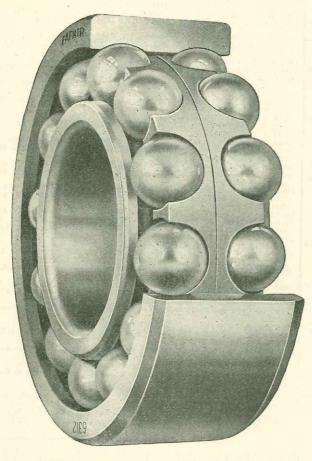
PALMER—1915 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 2333; (CC) 257; (DD & EE) 319-313.

PAN-AMERICAN—1920-21—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (C) 3656B-3620; (F) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) 208DR; (BB) 307DR4 (CC) 205.

PAN—1919 (Mod. A)—(A) Tim, 317-312; (B) Tim, 2382-2320; (F) Tim, 3357-3320; (G & H) Tim, 375-3720; (J) Tim, 257-2520; (K) Tim, 3353-3320 Bogr & Beck Clutch; (W) 410; (X) 411; (AA) 308; (BB) 406; (KK) Gemmer Gear No. 6070.

1919-20-21 (A)—Tim, 317-312; (B) Tim, 2382-2320; (F) Tim, 3357-3320; (G & H) Tim, 375-3720; (J) Tim, 257-2520; (K) Tim, 3381-3320; (Q, KK & LL) Spec.; (W) 410; (Y) 411; (AA) 308; (BB) 406.

## RABNIR



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tity. They are made of the highest grade of high carbon chrome alloy steel that can be procured. The careful workmanship and rigid inspection after all operations insures the users of the utmost service.

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MOTOR RECORD, OCT., 1922
        PANHARD—1918-19 (1/4 Ton)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D) 420-413;
         (E) 319-313.

1918-19 (1½ Ton)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412.

1918-19 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3381-3320; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320.
[1] (1) 335-3320; (K) 4368-4320.

PARKER—1919 (F9)—Tim. Brgs. from A-K; (A) 3762-3720; (B) 3360-3320; (D) 5756-5720; (E) 5553-5520; (G & H) 559C-552; (J & K) 539-532; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (GG) C2785-64343 Spec.

1919 (J9)—Tim. Brgs. from A-K; (A) 4553-4520; (B) 4365-4320; (D & E) 6553-6521; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C4543 Spec.

1919 (M9)—Tim. Brgs. from A-K; (A) 5554-5520; (B) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) H6, 27988; (DD & EE) 308; (GG) C2785-C2786 Spec.

1919 (J9)—Tim. Brgs. from A-K; (A) 4553-4520; (B) 4365-4320; (D) 6553-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C4543 Spec.

1920-21 (F20)—Tim. Brgs. from A-K; (A) 3762-3720; (B) 3360-3320; (D & E) 557-5520; (G & H) 5756-5720; (J) 559C-5532; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (GG) C2785-C4543 Spec.

1920-21 (J20)—Tim. Brgs. from A-K; (A) 4553-4520; (B) 4365-4320; (D & E) 555-6521; (G & H) 5756-5720; (J) 559C-532; (K) 6375-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C4543 Spec.

1920-21 (M20)—Tim. Brgs. from A-K; (A) 5554-5520; (B) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6375E-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C4543 Spec.

1920-21 (J20)—Tim. Brgs. from A-K; (A) 5554-5520; (B) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6375E-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C4543 Spec.

1920-21 (J20)—Tim. Brgs. from A-K; (A) 5554-5520; (B) 4365-4320; (D) 6553-6521; (E) 5755-5720; (G
        PARTIN-PALMER—(D & E) Bower, 208A; (J) 206; (K) 306; (O) 205; (CC) 207; (DD) 305
1914-15-16 (38)—(F) Hy, 16779; (G & H) Hy, 26056; (AA) Hy, 27788; (BB) Hy, 26728;
(DD & EE) Hy, 16506.
1915-16-17 (20)—(AA) Hy, 26243; (BB) Hy, 26680.
1918—(F) Hy, 16395; (G & H) Hy, 26227.
        1918—(F) Hy, 16395; (G & H) Hy, 26227.

PATERSON—1915 (48)—(F) Hy, 16692; (G & H) Hy, 26484; (J) 1407; (K) 307; (Q) 0305; (AA) 212; Hy, 17798; (BB) 307.

1916 (6-42)—(F) Hy, 16692; (G & H) Hy, 26484; (K) 307 x 1½°; (Q) 0305; (AA) Hy, 17798; (BB) 307.

1916-17—(F, G & H) 209; (J) 207; (K) 409; (O) 205; (AA) 208; (BB) 307.

1917-18 (6-45)—(D & E) Bower, 209; AL; (G) Bower 209A.

1919-20-21 (Ac K) Bk, N307; (B) Bk, N305; (D & Bk, N207; (G & H) 336; (J) 315.

1919-20-21 (Akernate Spec.)—(D & E) 276; (G & H) Bk, N209; (J) 3191; (K) Bk, N308.

1919-20-21 (6-47)—(A) Tim, 336-3320; (B) Tim, 236-2320; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883; (O) 205; (AA) 209; (BB) 307.

1919-20-21—(G & H) Bk, 336-33; (J) Bk, N307; (K) Bk, 315-31.

1919-20-21—(G & H) Bk, 336-33; (J) Bk, N307; (K) Bk, 315-31.
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PATHFINDER—1915 (713)—(A) 308; (B) 305; (D) 310; (E) 210; (J) 0308; (K) 0407; (Q)

(Ser. 6 & 7)—(A) Tim, 415-412; (B) Tim, 316-312; (D) 310; (E) 210; (O) 154C; (Q) 122C. 1916-17 (1B, 3B, 1C)—(Q) 205; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (CC) 257; (DD & EE) 316-312.

PATRIOT—1919 (1½ Ton)—(G) Hy, 26084; (H) Hy, 26085; (H) Hy, 26085; (AA) Hy 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.
1919 (1½ Ton)—(G) Hy, 26219; (AA) Hy, 57785; (DD) Hy, 17020; (EE) Hy, 16475; (GG) Hy, 29097. Hy, 29097.

1919 (2½ Ton)—(GG) Hy, 29097.

1919 (2½ Ton)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (G) Hy, 26219; (AA) Hy, 17026 (DD) Hy, 17014; (EE) Hy, 16506; (GG) Hy, 29097.

1920 (2½ Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (GG) 29097.

(DD) Hy, 17014; (EE) Hy, 16506; (GG) Hy, 29097.

1920 (2½ Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (GG) 29097.

PEERLESS—1912-13-14-15-16-17-18 (5 & 6 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) SRB. W-290; (D) Tim, 6550-6521; (E) Tim, 6354-63210 (G & H) HB, 13U; (I) HB, 1114; (DD & EE) HB, 408.

1915 (Mods. 54 & 55)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 439T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333; (DD & EE) Rh, 306A.

1915 (48-6)—(A) Tim, 3363-3320; (B) Tim, 3154-3120; (C) HB, VI; (D) RBF, 110C; (E) RBF, 1166P.; (G) Rh. 101C; (H) Rh. 814A; (J) Rh. 109C; (K) Rh. 307A; (AA) Rh. 109C; (BB) Rh, 106C; (DD & EE) Rh. 108C.

1916 (Mod. 56)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (O) HB, 205; (Q) HB, 209; (AA) 277-274; (BB) 339-333; (DD & EE) HB, 306.

1917 (Mod. 56)—Tim. Brgs.; (A) 435T-4320; (O) DR. 205; (Q) DR. 209; (P) DR. 208; (DD & EE) HB, 306.

1918 (Mod. 56)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432; (O) DR. 205; (P) Bower, 2089; (DD & EE) HB, 306.

1918 (Mod. 56)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432; (O) DR. 205; (P) Bower, 2089; (DD & EE) DR. 306.

1918 (Mod. 56)—Tim. Brgs.; (A) 363-4320 & 3363-3320; (B) 3154-3120; (C) HB, VI; (B) 307; (AA) RBF, 11C; (DD) RBF, 108C; (EE) RBF, 205C.

1916-17 (2 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D & E) 455T-4320; (G & H) 559C-552; (J & K) 539C-532.

1917 (L-6, 60 HP.)—A) Tim, 4363-4320; (B) Tim, 3154-3120.

1917 (Srmall 8)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435T-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333.

1918 (8)—(AA) Bower, 208N; (BB) Bower, 307A.

1919 (56)—(A) Tim, 375T-3720; (J) Tim, 317-312; (K) Tim, 3856B-3620; (F) Tim, 458T-4524; (B) 2382-2330; (D & E) 435T-4320; (G & H) 375-3720; (J) 255-2530; (GB) Bower, 208N&; (CC) Bower, 307A; (DD & EE) 306.

PENNSY—1917-1

PENNSY-1917-18 (Mod. R)-(F) Hy, 16018; (G & H) Hy, 26063.

PIEDMONT-1919-20 (4-30)-(D & E) 208; (J) 206; (K) 306DR; (AA) 203; (BB) 207; (CC) 305. (6-40)—Tim. Brgs. from A-K; (A) 415-412A; (B) 2382-2330; (D & E) 458T-458; (G & H) 375T-3720; (J) 317-312; (K) 439T-4320; (O) 205; (AA) 205; (BB) 210A; (CC) 307; (DD) 1306A; (EE) 1305AD. 1919—(A) Bk, 335; (B) Bk, 235. 1920-21 (6-40)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) 309; (G & H) Tim, 375-3720; (J) 307DR; (K) 407; (AA) 205; (BB) 210A; (CC) 307; (DD) 1306A; (EE) 1305AD. 1921 (4-30)—(A) Br, 317TX; (B) Br, 235TX; (D & E) 208; (O & AA) 203; (BB) 207; (CC) 305; PIERCE-RACINE—1911 (Mod. K)—(F) Hy, 16701; (G & H) Hy, 16073.

PIERCE-ARROW-1910-11 (66 HP.)—Tim. Brgs.; (A) 458-4520; (B) 356-3520; (D) 5356 5320.

1910-11-12-13 (48 HP.)—(A) Tim, 439-4320; (B) Tim, 338-3320; (D) Tim, 4356-5320; (C)
213; (H) 213; (I) 712; (J) 309; (K) 410; (AA) 211; (BB) 309; (CC) 210; (DD & EE) 308.

1910-11-12-13 (36 HP.)—(A) Tim, 340-3320; (B) Tim, 320-312; (D) Tim, 457-4520; also
Tim, 461-4520; (G) 312; (H) 212; (I) 711; (J) 308; (K) 409; (BB) 308; (CC) 209; (DD & EE) 307.

1912-13 (66 HP.)—(A) Tim, 458-4520; (B) Tim, 356-3520; (D) Tim, 5562-5520; (G & H)
213; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 406.

1912-13-14 (1½ Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5554-5520; (E) 5551-1912-13-14 (5 Ton)—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 6552-6521; (E) 6554-6521. (A) 650-6521, (B) 650-6521, (B) 650-6521, (B) 650-6520, (C) 650-65 1915-16-17 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5755-5720; (Ξ) 5557-5520.

1915-16-17 (5 Ton)—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 861-852; (E) 6552-6521.

1916-17 (38 HP.)—Tim. Brgs.; (A) 419-412; (B) 320-312; (D) 5358-5320.

1916-17 (48 HP.)—(A) Tim, 438-4320; (B) Tim, 338-3320; (D) Tim, 5566-5520; (G) 1313; (H) 1213; (H) 712; (J) 1309; (K) 410; (AA) 211; (BB) 309; (CC) 210; (DD & EE) 1308.

1916-17 (66 HP.)—(A) Tim, 463-4520; (B) Tim, 356-3520; (D) 5566-5520; (G & H) 1313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 406.

(Mod. 38C.)—(D) HB. 212; (I) RIV. 1111; (J) HB. 308; (K) HB. 408; (Q) HB. No. 5; (AA) 209; (BB) 308; (DD) 307.

(Mod. 38 C-2)—(D) 212; (E) 312; (I) RIV. 1111; (J) 308; (K) 409; (AA) 209; (BB) 308; (DD & EE) 307.

(Mod. 48B)—(D) 212; (I) RIV. 1112; (J) 309; (K) 409; (Q) HB. 5; (AA) 211; (BB) 309; (DD) 308.

(DD) 308. (Mod. 48 B-2)—(D) 213; (E) 313; (I) RIV. 1112; (J) 309; (K) 410; (AA) 210; (BB) 309; (DD & EE) 308. (Mod. 48 B-3)—(D) 213; (E) 313; (G) 309; (H) HB. 6410; (Q) HB. No. 5R; (AA) 211; (B) 309; (DD & EE) 306. (Mod. 66A)—(D) 313; (I) 1112; (J) 409; (K) 410; (Q) HB. No. 5; (AA) 211; (BB) 309; (DD) 309; (DD) 308 (Mod. 66A2)—(D & E) 313; (I) 1112; (J) 309; (K) 411; (AA) 212; (BB) 310; (DD & EE) 406. (Mod. 66A3)—(D & E) 313; (J) 409; (K) 411; (Q) HB. No. 5R; (AA) 212; (BB) 310; (DD & E) 406. (BB) 406. (BB) 419-20 (38 HP.)—(A) Tim, 419-412; (B) Tim, 320-312; (D) Tim, 5358-5320; (G) 212; (H) 312; (I) 1111; (J) 308DR; (K) 409; (O) 1105; (S & AA) 209; (BB) 403; (DD & EE)

307.

1919-20 (48 HP.)—(A) Tim, 438-4320; (B) Tim, 338-3320; (D) Tim, 5566-5520; (C) 213; (H) 313; (I) 1112; (J) 309DR; (K) 410; (O) 1105; (S & AA) 211; (BB) 309; (DD & EE) 308.

1921—(A) Tim, 438-4320; (B) Tim, 315-312; (D) Tim, 5358-5320; (G) 212; (H) 312; (I) 1111; (J) 308DR; (K) 409; (O) 305DR; (P) 210; (S & BB) 208; (AA) 212; (CC) Hy, 18125; (DD & EE) 307; (LL) 206 DR.

1918-19 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5755-5720; (E) 5557-5520.

1918-20-21 (3 Ton)—(A) Tim, 4553; (B) Tim, 3360; (D & E) N215; (G & H) N217; (J & K) N310; (CC) Hy, 02008.

1920 (5 Ton)—(C) Hy, 02007.

1921 (3½ Ton)—Tim. Brgs.; (A) 5551-5520; (B) 440-4320; (D) 6552-6521; (E) 5755-5720.

PILOT—1915 (55)—(A) 407; (B) 405; (F) 211; (G & H) 211; (J) 1307; (K) 407; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 306; Hy, 17799.

1915 (75)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (DD & EE) Hy, 17799.

1917 (6-45)—(O) 205; (AA) 208; (BB) 207; (DD & EE) 305.

1918 (6-45)—(A) Bower, 307; (B) Bowe, 305; (D & E) Bower, 209AXL; (G) Bower, 209AX; (H) Gur, 209 Radial; (J) 206NDN; (K) 307A & 307DDN.

1919 (6-45)—(A) Bower, 335; (B) Bower, 235; (D & E) Gur, 309 Radial.

1919-20 (6-45)—(A) Br, 307N; (B) Br, 305AXL; (D & E) Gr, 209; (G) Gur, 209; (H) Br, 209; (J) 306DR; (K) 307DR; (O & CC) Br, 205; (P, S & AA) 208; (DD & EE) 305.

PIONEER—1919-20 (18-36, G)—Tim. Brgs.; (A) 3554-3520; (B) 3196-3120; (D & E) 5752-5720; (AA, BB, GG) 455-452; (DD & EE) 5565-5520. PITTSBURGH MACHINE TOOL CO.—1914 (Mod. A)—Tim. Brgs.; (A) 4550-4520 (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320.

POPE HARTFORD—1909-10 (Mod. S-T)—Tim. Brgs.; (A) 3354-3320; (B) 3150-3210; (D & E) 3762-3720; (J) 3363-3320; (K) 442N-4320.
1911 (W 4-Cyl., Y 6-Cyl.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3655-3620; (D & E) 375-3720; (J) 3363-3320; (K) 442-4320.
1912-13 (33-28 6-Cyl., 28 4-Cyl.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3655-3620; (D & E) 375-3720; (J) 3355-3320; (K) 442-4320.
1912-13 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4553-4520; (C) 443-4320; (D) 5550-5520, some 1912 use 6356-6320; (E) 5351-5320, some 1912 use 5355-5320; (J) 3363-3320; (K) 442-4320.
1913 (5 Ton)—Tim. Brgs.; (A) 6256-6321; (B) 5355-5320; (D) 6550-6521; (E) 6551-6520; 
913 (5 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6350-6321. 913-14 (31-35)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 462-4520; (CC) 317; (DD & EE) 336-3320. 1913 (5 Ton)— 1913-14 (31-35)

3520.

1913 (29)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3655-3620; (D) 462-4520; (E) 375-3720; (C) 395-3920; (H) 477-473; (J) 336-3320; (K) 438-4320; (AA & BB) 462-4520; (CC) 317; (DD & EE) 336-3320.

1914 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.

POWER Truck—1919 (B)—(O) 205; (AA & BB) 308; (CC) 304, (DD & EE) 306.

REMIER—1915 (6-50)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-454; (J) 439-4320; (K) 539-532; (BB) 337-3320; (CC) 257; (DD & EE) 316-312. 316-312; (G) 430-405; (J) 430-420; (R) 350-352, (B) 351-352, (CC) 251, (B) & El) 316-312; 1916 (All)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656D 3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-5320; (A) Ann. 208; (BB) Ann. 307. 1917 (6-B)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2330; (D) 435T-4320; (G & H) 375T; 3720; (J) 255-2530; (K) 417-412; (AA) ND 208; (BB) ND 307. 1918-19 (6-C)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-4320; (AA) 308; (BB) 307. 1919 (6-C, Stan. Parts Axle)—(A) Bk, 435; (B) Bk, 315; (D & E) Bk, N209; (G & H) Bk, 210; (J) N307; (K) 537; (Q) BB. DX39; (AA) 308; (BB) 307; (DD & EE) 306; (FF) Hy, 16820. 1919 (6-C, Tim. Axle)—(A) Tim, 415-412A; (B) Tim, 2382-2330; (D) Tim, 458T-454; (G & H) Tim, 377-3720; (J) Tim, 3196-3120; (K) Tim, 439T-432. 1919 (6-C, Columbia Axle)—(A) Bk, 418; (B) Bk, 235; (D, E, G & H) Bk, 375; (J) Bk, 335. 1920 (6-D, Eaton Axle 3780F)—(A) Bk, 435-43; (B) Bk, 316-31; (D & E) N209; (G & H) B. 210; (J) N307; (K) 537.
1920 (6-D, Eaton Axle 3070R)—(G & H) Bk, 210N; (J) Bk, 537-53; (K) Bk, 307N.

& V. KNIGHT—1920 (J)—(A) Tim, 415-412A; (B) Tim, 2382-2330; (D) Tim, 458-454 (G & H) Tim, 377-3720; (J) Tim, 3196-3120; (K) Tim, 433-432; (S) Tim, 277; (AA) 235 (BB) Tim, 339; (DD & EE) Gur. 306. 1920 (R)—(A) Br, 336TXL; (B) Br, 236TX; (D) Br, 310DR; (G & H) Tim, 366-363; (J) Br, 307DR; (K) Gur, 407; (S) Gur. 298; (BB) Gur, 307.

RAINER—1918 (All Mod.)—(A) Tim, 3554-3520; (B) Tim, 3161-3120.
1919-20 (1 Ton, R-9)—(A) 435; (B) 316.
1920 (R-15)—Tim. B<sub>183</sub>; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521
(E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (AA) 439-4320; (BB)
435-4320; (DD & EE) 415-412.

RANGER—1920-21 (TK-20-2)—(A) Tim, 4558- (B) Tim, 3360; (D & E) Tim, 6378; (G & H Tim, 477; (J) 456; (K) 539E: (O) 205; (P) 307; (S) 307-304; (EE) 305; (FF) 306; (GC) Hy, 29095.

PEGAL—1915-16 (Mod. D)—(D & E) 1208; (F) Hy, 16779; (G & H) Hy, 26252; (J) 206; (K) 306; (AA) Hy, 27788; (BB) Hy, 26728; (DD & EE) Hy, 16506.

1916-17—(G & H) Hy, 26216; (J) 305; (K) 405; (AA) 207; (BB) 305.

1918 (Mod. J)—(G & H) Hy, 26216.

1918 (8 or F)—(AA) Hy, 27788; (BB) Hy, 26728; (DD & EE) Hy, 16506.

RELIANCE—1920-21 (10A 1½ Ton)—Tim. Brgs. from A-K; (A) 454320; (B) 3191-3120 (D & E) 4553-4520; (G) 3762-3720; (H) 375-3720; (Spur Pinion Shaft) 417-412; (J) 2785; (EE) 306; (GG) Spec.

1920-21 (20-B, 2½ Ton)—Tim. Brgs. from A-K; (A) 4554-4520; (B) 3360-3320; (D & E) 5554E-5520; (G & H) 456-4520; (Spur Pinion Shaft) 447-4320; (J) 3383-3320; (K) 447-4320; (O) 205; (P) 208; (Q) 212; (AA & BB) 309; (DD) 306; (EE) 307; (Drive Shaft front Bearing) 209; (GG) Spec.

Bearing) 209; (C) 205; (Q) 212; (AA & BB) 509; (BB) 509; (BB) 509; (BB) 307, (BB) 509; (C) 8.

REO—\*1914-15 (Mod. R-S)—(A) Tim, 335-3320; (B) Tim, 235-2320; (F) Hy, 16559; (C & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) 26825; (DD & EE) Hy, 2454.

\*1915 (Mod. M)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.

\*1916-17 (Mod. R-S)—(A) Tim, 335-3320; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825, (DD & EE) Hy, 26996.

\*1916-17 (Mod. M-N)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy 26825; (DD & EE) Hy, 26996.

\*1917 (Mod. J)—(A) Tim, 4554-4520; (B) Tim, 3360-3320; (D) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.

\*1918 (Mod. T-U)—(A) Tim, 355-3520; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 355-3520; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 355-3520; (B) Tim, 235-2320; (B) Hy, 26825; (DD & EE) Hy, 26996.

\*1918 (Mod. F)—(A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.

\*1918 (Mod. F)—(A) Tim, 355-3520; (B) Tim, 235-2320; (Rear Axle end Brg.) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 375-3520; (B) Tim, 235-2320; (Rear Axle end Brg.) Hy, 16559; (G & H) Tim, 355-3520; (B) Tim, 235-2320; (B E) Tim, 375-3720; (G Tim, 476-4720; (H) Tim, 355-3520; (B) Tim, 235-2320; (B E) Tim, 375-3720; (G Tim, 476-4720; (H) Tim, 355-3520; (B) Tim, 235-2320; (B E) Tim, 375-3720; (G Tim, 476-4720; (H) Tim, 355-3520; (B) Tim, 235-2320; (B E) Tim, 375-3720; (G Tim, 476-4720; (H) Tim, 355-3520; (B) Tim, 235-2320; (B E) Tim, 375-3720; (G E) Hy, 26996.

\*\*POUBLIC TRUCK—1915 (1 Ton)—(A) Tim, 3750-3720; (B) 3360-3320; (G

26825; (DD & EE) Hy, 26996.

REPUBLIC TRUCK—1915 (1 Ton)—(A) Tim, 3750-3720; (B) 3360-3320; (G & H) Hy. 26057; (AA) Hy. 27794; (BB) Hy. 26733; (DD & EE) Hy. 16516.
(Mod. C.)—(A) 309A; (B) 307A; (D) Bower, 310N; (E) Bower, 308N; (K) DR. 310. (Mod. F)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; (CC) 307 & 304; (DD) 305; (EE) 306.
(A 2 Ton)—(A) 310N; (B) 308N; (D & E) 311N; (G & H) Bock, 375; (J) Bock, 335; )K( Bock, 417; (O) 205; (O) 212; (AA) 304; (BB) 307; (DD & EE) 306.
(Dispatch ¾ Ton)—(A & B) Sheldon, 1372 & 1371; (D) 308; (E) 306; (G) Bock, 276; (H) Bock, 336; (J) Bock, 275; (K) Bock, 335; (AA) Hy, 16957; (BB) DR. 307; (DD & EE) Hy, 16972; (FF) Hy. 26956.
(Special ¾ Ton)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (D) 308; (E) 306 AXI; (G) Bock, 376; (H) Bock, 336; (J & K) Bock, 275; (AA) Hy, 16957; (BB) DR. 307; (DD & EE) Hy, 16972; (FF) Hy, 26956.
(10 1-Ton)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD) 308; (EE) 306.
(11 1½—Ton)—(A) Bower, 308NX; Tim, 435; (B) Bower, 306 NX, Tim, 316; (D) 309N; (E) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD) & EE) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD) & EE) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD) & EE) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD) & EE) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD) & EE) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD) & EE) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD) & EE) 306N; (DD) & EE) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (D) 205; (AA) 304; (BB) 307; (DD) & EE) 306N; (DD) & EE) 306N

Zebev; (J) 30; (K) Ho, Zobo9; (O) 205; (AA) 304; (BB) 307; (DD & EE) 306.

REPUBLIC—1919-20 (10-1 Ton)—(A) Tim, 419-412; (B) Tim, 3191-3120; (D) Br, 309NX (E) Br, 306NX; (G & H) Tim, 335-3320; (J) Tim, 417-412; (K) Tim, 335-3320; (N & BB) 307; (O) 205; (AA) 304; (DD) 305; (EE) 306; (Jack hSaft) Br, 306NX.

1919-20 (11X 1½ Ton)—(A) Tim, 419-412; (B) Tim, 3191-3120; (D & E) Br, 311ND; (G) Tim, 375-3720; (H) Tim, 3762-3720; (J) Tim, 4368-4320; (K) Tim, 335-3320; (N & BB) 307; (O) 205; (AA) 304; (DD) 305; (EE) 306; (Jack Shaft) 407.

1919-20 (19-2½ Ton)—(A) Tim, 4554-4520; (B) Tim, 3381-3320; (D & E) Br, 311ND; (G) Tim, 375-3720; (H) Tim, 3762-3720; (J) Tim, 4368-4320; (K) Tim, 335-3320; (B & BB) 308; (Drive Shaft Inter.) 309; (AA) 304; (DD & EE) 306; (Jack Shaft) 407.

1919-20 (20-3½ Ton)—(A) Br, 311N; (B) Br, 312N; (D) Br, 316N; (E) Br, 315AL; (G & H) Tim, 456-452; (J) Tim, 460-452; (K) Tim, 3554-3520; (N & BB) 308; (O) 205; (Drive Shaft Inter.) 309; (AA) 304; (DD & EE) 306; (Jack Shaft) 310.

RE VERE—1919 (C)—(A) Bk, 435; (B) Bk, 316; (D, £, G & H) Bk, 375; (J) Bk, 337; (O, 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) 319.

1920-21 (D, F)—(A) Bk, 435; (B) Bk, 316; (D & E) Bk, 209; (G & H) Bk, 210; (J) Bk, N307 (K) Bk, 537; (O) 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (&C) Tim, 306; (DD & EE) 319. 920—(A) Bk, N308; (B) Bk, 316-31; (D & E) Bk, N209; (G & H) Bk, B210; (J) N307; (K Bk, 537-53.

REYNOLDS—1920 (3½ Ton)—(AA) Hy, 57789; (CC) Hy, 26965; (DD) Hy, 16426; (EE)

RICHMOND—1916-17 (4-35, 6-50)—(F) 407; (G & H) 0311; (K) 0408; (Q) 305; (AA) 211 (BB) 307; (CC) 205.

RIDDLE (Coach)—1916 (10-44)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; 1916-17 (16)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 459-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3220; (BB, DD & EE) 335

RIDDLE—1918-19-20-21—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620; (D & E) 375T-3720; (C) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

RIDER-LEWIS-(AA) 209; (BB) 208; (DD & EE) 305,

R. C. H.—1915 (D & E) Hy, 16282; (G & H) Hy, 26716; (AA) Hy, 16580; (BB) 307; (DD & RIKER—1918 (B-BB, 3 & 4 Ton)—(G & H) 218; (J & K) 311 (O) 305DR; (Q, AA & CC) 212; (BB) 309; (DD & EE) 308; (GG) 205.

@ V. KNIGHT—1920 (J)—(A) Tim, 415-412A; (B) Tim, 2382-2330; (D) Tim, 458-454; (G & H) Tim, 377-3720; (J) Tim, 3196-3120; (K) Tim, 433-432; (S) Tim, 277; (AA) 235.

ROAMER—(G & H) 0209; (J) 0207; (K) 406; (Q) 205; (AA) 210; (BB) 307; (DD) 206; ROAMER—(G & H) 0209; (J) 0207; (K) 406; (Q) 205; (AA) 210; (BB) 507; (DD) 200; (EE) 306. (EE) 306. (B) Bk, N308-108; (B) Bk, 316-31; (D & E) Bk, N209-09; (G & H) Bk, B210-10; (J) Bk, N307-107; (K) Bk, 537-53. (D & E) Bk, N209-09; (G & H) Bk, B210-10; (J) Bk, N307-107; (K) Bk, 537-53. (C) 3656B-3620; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (CC) Hy, 16950. (B) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (CC) Hy, 16950. (B) 18k, N308; (B) Bk, 316-31; (D & E) Bk, N209; (G & H) Bk, B210; (J) Bk N307; (K) Bk, 537-53; (CC) Hy, 16820; (DD & EE) Hy, 17799; (GG) Hy, 29095 x

ROBINSON—1917 (J 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1917 (K-3 1½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

ROCK FALLS—1919-20 (1000)—(A) 418; (B) 257; (D, E, G & H) 375; (J) 335; (K) 449; (CC) Hy, 16950.

ROSS "EIGHT"—1915 (8-Cyl.)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 439T-4320; (G & H) 375-3720; (J) 415T-412; (K) 258-2520; (AA) Ann, 210; (BB) Ann. 306; (DD & EE) Hy, 17014.

1916-17 (Mod. C)—(F) 310; (G & H) 0210; (J) 306; (K) 406; (O) 205; (AA) 211; (BB) 307; (DD) 305; (EE) 306.

ROTHWEILER—1916 (1 Ton)—(D) Tim, 3554-3520; (E) Tim, 3196-3120.

OWE—1916 (D-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333. ROWE

339-3520; (G. & H) 599C-552; (J. & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333.

1916 (E-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G. & H) 5756-5720; (J. & K) 559C-552; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333.

1917 (C-D-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 6552-6521; (E) 5755-5720; (G. & H) 5756-5720; (J. & K) 559C-552; (AA) 357-353; (BB) 339-333.

1917 (D-E-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G. & H) 5756-5720; (J. & K) 559C-552; (AA) 357-353; (BB) 339-333.

1920-21 (C. W 1½ Ton)—(A & B) Bk, 308; (K) 589C-552; (AA) 357-353; (BB) 339-333.

1920-21 (C. W 1½ Ton)—(A & B) Bk, 308; (F) Bk, 311; (G. & H) Bk, 215; (J) Bk, 407; (K) Bk, 408; (N) Bk, 308; (O) 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319.

1920-21 (C, D, W 2 Ton)—(A) Bk, 310; (B) Bk, 308; (F) Bk, 312; (G. & H) Bk, 216; (J) Bk, 407; (K) Bk, 410; (N) Bk, 308; (O) 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319.

1920-21 (G. S, W, G, P, W-3 Ton)—(A) Bk, 310; (B) Bk, 308; (F) Bk, 314; (G. & H) Bk, 217; (J. & K- Bk, 408; (L) 3107-D; (N) Bk, 308; (O) 205; (Q) 209; (AA & BB) Tim, 357; (CC) Tim, 306; (DD & EE) Tim, 339.

1920-21 (H. W. 4 Ton)—(A) Bk, 312; (B) Bk, 311; (F) Bk, 317; (G. & H) Bk, 219; (J. Bk; 409; (K) Bk, 413; (N) Bk, 308; (O) 205; (Q) 209; (AA & BB) Tim, 357; (D) 20-21 (H. W. 4 Ton)—(A) Bk, 312; (B) Bk, 311; (F) Bk, 317; (G. & H) Bk, 219; (J. Bk; 409; (K) Bk, 413; (N) Bk, 308; (O) 205; (Q) 209; (AA & BB) Tim, 357; (D) 20-21 (H. W. 4 Ton)—(A) Bk, 312; (B) Bk, 311; (F) Bk, 317; (G. & H) Bk, 219; (J. Bk; 409; (L) Bk, 413; (N) Bk, 308; (O) 205; (Q) 209; (AA & BB) Tim, 357; (D) 20-21 (H. W. 4 Ton)—(A) Bk, 312; (B) Bk, 311; (F) Bk, 317; (G. & H) Bk, 219; (D) & EE) 339.

1920-21 (F.W 5 Ton)—(A) Bk, 315; (B) Bk, 314; (F) Bk, 319; (G & H) Bk, 220; (J) Bk 410; (K) bk, 414; (N) Bk, 308; (O) 205; (Q) 209; (R) 208; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) 415.

RUSH—1916 (1,000 lbs.)—(F) Hy, 16294; (G & H) Hy, 26063. 1917-18 (D ½ Ton)—(AA) Hy, 27797; (BB) Hy, 27899.

ST. LOUIS—1920 (35)—(A) Tim, 317-312; (B) Tim, 235-2320; (D & E) Hy, 26216; (O) 203; (AA) 208; (BB) 207; (DD & EE) 305. 1920—(A & B) Br, 317TX; (D & E) Br, 208A.

SAMSON—1920 (3/4 Ton)—(A) 337DR; (B) 336DR; (J) 306DR; (K) 406; (AA) 207; (BB)

SANDOW—1915 (C 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320; (CC) 257- (DD & EE) 335-3320. (C) 341B-3320; (D & E) 3553-5520; (G & H) 539C-532; (AA) 337-3320; (BB) 336-3320; (C) 257; (DD & EE 335-3320; (C) 257; (DD & E) 335-3320; (C) 341B-3320; (C) 341

3320.

1916 (3 W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (CC) 335; (DD & EE) 415-412.

1918 (3½ Ton)—(A) Bower, 312N; (B) Bower, 311N.

SANDOW—1919-20-21 (G, CC)—(A) Bk, 308; (B) Bk, 307; (F) Br, 311; (G & H) 215DR; (J) 407; (K) 408; (N) 209; (O) 205; (Q) 212; (AA & CC) 304; (BB & DD) 305; (EE) 306) (FF) 1023, 1919-20-21 (J)—Tim. Brgs. from A-K; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E; 5553-5520; (G & H) 559C-552; (J & K) 539E-532; (N) 299; (O) 205; (Q) 122-C2; (AA) 1919-20-21 (M)—Tim. 309; (CC) Tim, 344; (DD & EE) Tim, 319, (CC) Tim, 349; (CC) Tim, 344; (DD & EE) Tim, 319; (CC) Tim, 349; (CC) Tim, 344; (DD & GE) Tim, 319; (CC) Tim, 349; (CC) Tim, 340; (CC) Tim, 349; (CC) Tim,

122-UZ. 1919-20-21 (L)—Tim. Brgs. from A-K; (A) 5550-5520; (B) 5351-5320; (C) 5354-B-5320; (D) G & H) 780-772; (E) 6552-6521; (J) 6455-6422; (K) 6375-6323; (O) 205; (Q) 122-C2.

191-20-21 (L)—11m. Brgs. from A-K. (A) 5550-6522; (J) 6455-6422; (K) 6375-6323; (O) 205; (Q) 122-C2.

SANFORD—1917 (Mod. O-R-S)—(AA) Tim, 277-274; (B) Tim, 339-333.

1917-18-19 (25)—(A) TR. 310; (B) TR. 309; (C) Sheldon, A392; (F) 314 DR.; (G & H) 217 DR; (J) 408; (K) 408; (M) 3107D; (O) 205; (P) 308; (Q) B. & BD. 41; (AA) 210; (BB) 212; (DD & EE) 307.

1917-18-19 (35)—(A) TR. 312; (B) TR. 311; (C) Sheldon A415; (F) 317 DR.; (G & H) 219; (D) & EE) 308.

1917-18-19 (35)—(A) TR. 312; (B) TR. 311; (C) Sheldon A415; (F) 317 DR.; (G & H) 219; (BB) 212; (DD & EE) 308.

1917-18-19 (50)—(A) TR. 312; (B) TR. 311; (C) Sheldon, A415; (F) 319 DR.; (G & H) 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 308; (Q) B. & BD. 41; (AA) 211; (BB) 212; (DD & EE) 308.

1917-18-19 (50)—(A) TR. 312; (B) TR. 311; (C) Sheldon, A415; (F) 319 DR.; (G & H) 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 308; (Q) B. & BD. 41; (AA) 1920 (25 2½ Ton)—(A) Br, 310; (B) Br, 308; (C) A-392 Assem.; (D) 314DR.; (G & H) 217DR; (J & K) 408; (M) 3107-D; (O) 205; (P) 308; (Q, R, GG, KK & LL) Spec.; (AA) Tim. 337; (BB) Tim. 339; (CD Tim. 306; (DD & EE) Tim. 319.

1920 (35 3½ Ton)—(A) Br, 312; (B) Br, 311; (C) A-415 Assem.; (D) 317DR.; (G & H) 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110-D; (O) 205; (P) 308; (Q, R, GG, KK & LL) Spec.; (AA) Tim. 419-336; (BB) Tim. 357; (CC Tim., 366; (DD & EE) Tim., 339.

1920 (50-5 Ton)—(A) Br, 312; (B) Br, 311; (C) A-415 Assem.; (D) 319DR; (G & H) 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110-D; (O) 205; (P) 308; (Q, R, GG, KK & LL) Spec.; (AA) Tim. 439; (BB) Tim. 435; (CC & DD) Tim. 415; (EE) Tim., 339.

SAUER—(5 Ton)—(A) 408; (D) 315; (E) 409; (K) 313; (T) 209; (U) 210; (V) 206.

SAUER—(5 Ton)—(A) 408; (D) 315; (E) 409; (K) 313; (T) 209; (U) 210; (V) 206. (6½ Ton)—(K) 314. —(D) 319; (E) 413; (G & H) F & S 218; (Q) 204; (T) 206; (U) 209; (W) HB 411; (X & Y) F & S 221; (FF) 302; (HH) 303.

SAXON—1916-17 (4-14, B-2)—(F) Hy, 16251; (G & H) Hy, 26231; (AA) Hy, 1625 (K) Tim SAXON—1916-17 (4-14, B-2)—(F) Hy, 16251; (G & H) Hy, 26231; (AA) Hy, 1625 (K) Tim 315-312.

1916-17 (S-4, 6-B-2)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 317T-312; (G) 288-284; (H) 355-3520; (K) 334-3320; (AA) Hy, 26518.

1917 (S-5)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 360T-3520; (G) 288-284; (H) 355-3520; (K) 334-3320.

1917 (4 Cyl.)—(F) Hy, 16251; (G & H) 26231; (AA) Hy, 16255.

1918 (6 Cyl.)—(AA) Hy, 26518.

1920-21—(A) Gilliam 317-312; (B) Gilliam 236-2520; (D) 415; 412; (G & H) Gilliam 3595-3590; (J) Gilliam 257-2520; (K) Gilliam 3381-3320; (O) 303; (Q) 208RT; (GG) Hy, 26972.

SAYERS & SCOVILLE—1919—(A) Br, 307N; (B) Br, 305AXL; (D, E, G & H) 209; (J) 306DR; (K) 406; (O) 205; (AA) 308; (BB) 307; (CC) Hy, 16950; (DD) 305; (EE) 306. 1919-20-21 (D, E, F, G)—(A) 435; (B) 316. 1920-21 (CP, DP—(A) Bk, 317; (B) Bk, 235-23; (D & E) Bk, N207; (G & H) Bk, 336; JB, N307; (K) Bk, 315; (O) 205; (AA) 308; (BB) 307; (CC) Hy, 16950; (DD) 305, (EE) 306.

SCHACHT—1915 (1 & 2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D & E) 5755-5720.

1915-16-17 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E)

1915-16-17 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E)

5755-5720.

1917-18-19-20 (B-C-2, 2½, 3, 3½ Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B-3320; (D & E) Tim, 5755-5720; (G & H) 214; (I) SKF, 913; (J) SKF, 1716; (K) 408; (N) 308; (AA) 307; (CC) SKF, 2304; (DD) 306; (FF) SKF, 2209; (GG) Hy, 29097.

1918-19-20 (B-C, 5 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Tim, 5354-5320; (D & E) 779-772; (G & H) 219; (I) SKF, 918; (J) SKF, 1718; (K) 409; (N) 308; (AA) 307; (CC) SKF, 2304; (DD) 306; (FF) SKF, 2209; (GG) Hy, 29097.

1920 (D-2½, 3½ Ton)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (D & E) Tim, 5755-5720; (G & H) 214; (I) SKF, 913; (J) SKF, 1716; (K) 408; (N) 308; (AA, FF) 309; (CC & DD) 306; (GG) Hy, 29097.

1920 (D)5 Ton)—(A) Tim, 5550-5520; BTim, 5351-5320; (D & E) Tim, 779-772; (G & H) 219; (I) SKF, 918; (J) SKF, 11118; (K) 409; (AA, FF) 309; (CC, DD) 306; (GG) Hy, 29097.

SCHWARTZ—1918-19 (1 Ton)—Tim, Brgs.; (A) 419-412; (B) 3191-3120; (D) 4559-4520;

219; (I) SKF. 918; (J) SKF. 11118; (K) 409; (AA, FF) 309; (CC, DD) 306; (GG) Hy, 29097.

SCHWARTZ—1918-19 (1 Ton)—Tim. Brgs.; (A) 419-412; (B) 3191-3120; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412.

1918-19 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3381-3320; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320.

1920—Tim. Brgs.; (A) 419-412; (B) 3191-3120; (D) 4559-4520; (E) 3190-3120; (G ½ H) 355-3520; (J, BB) 335-3320; (AA) 337-3320; (DD & EE) 316-312.

1920 (C)—Tim. Brgs.; (A) 4554-4520; (B) 3381-3320; (G) 375-3720; (H) 3762-3720; (J, BB) DD & EE) 335-3320; (K) 4368-4320; (AA) 337-3320; (C) 375-3720; (H) 3762-3720; (J, BB) DD & EE) 335-3320; (K) 4564-452; (J) 3554-3520; (K) 460-452; (AA & BB) 357-353 (DD & EE) 339-333.

(DD & EE) 339-333.

SCRIPPS—1916 (Mod. C)—(A) 306; (B) 304; (D) 308; (E) 208; (F) Hy, 16392; (C & H) Hy, 26253; (G & H) 0209 Radax; (J) 206; (K) 306 DR; (O) 302; (AA) 207; (BB) 306.

1917 (Mod. C)—(A) 306; (B) 304; (D) 308; (J) 0208; (K) 0406; (O) 302; (AA) 207; (BB) 306.

1917 (Mod. D)—(A) 307; (B) 305; (F) Hy, 16691; (G & H) Hy, 26063; (J) 306; (K) 1406; (O) 302; (AA) 207; (BB) 306.

1918-19 (6-39, 6-40)—(F) Hy, 26394; (G & H) Hy, 26223.

1918 (Mod. H)—(F) Hy, 16691; (G & H) Hy, 26063.

1918 (Mod. G)—(F) Hy, 16395; (G & H) Hy, 26227.

1919 (G-39, 40, 41, 42)—(J) 306 DR; (K, BB) 307; (AA) 210.

1919 (G)—(J) Tim, 319-312; (K) Tim, 348-3320.

1920 (B Series)—(D & E) Hy, 26394; (G & H) Hy, 26223.

SEAGRAVE—1915—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320.
1915—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320.
1917 (Mod. L)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320.
1917 (T-750, S-1000)—Tim. Brgs.; (A & D) 5550-5520; (B) 5351-5320; (C) 5354-5320; (E) 5551-5520.

SELDEN—1916 (1½ Ton)—Tim. Brgs.; (D) 4553-3520; (E) 3762-3720; (G) 559C-552 (H) 456C-454; (J & K) 539C-532; (AA) 337-3320( (BB) 335-3320; (CC) 257; (DD & EE, 316-312.

316-312.

1916 (2 Ton)—Tim. Brgs.; (A) 4550:4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1916 (JW, JWL)—Tim. Brgs.; (A) 3762-3720; (D E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1916 (JC 2-Ton)—Tim. Brgs.; (AA) 336-3320; (BB) 337-3320; (CC) 257; (DD & EE) 316-312.

539C-532; (O) Ann, 205; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1916 (JC 2-Ton)—Tim. Brgs.; (AA) 336-3320; (BB) 337-3320; (CC) 257; (DD & EE) 316-312.

1916 (TL 1-Ton)—Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H- 456-454; (J & K) 539-532.

1916 (N 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 559-552; (AA & BB) 357-353; (CC) 257- (DD & EE) 339-333.

1918 (TWL)—(A) Bock, 308; (B) Bock, 307; (D) Tim. 4553-4520; (E) Tim., 3762-3720; (G & H) Tim., 456-454; (J & K) Tim., 456-453; (O) 209; (S) 205; (AA) Tim., 277-274; (BB) Tim., 339-333; (DD & EE) Gur., 306.

1918 (JWB)—(A) Bower, 310 A; (B) Bower 308A; (D & E) Tim., 5553-5520; (G & H) Tim. 559-552; (J & K) Tim., 539-552; (O) 209; (S) 205; (AA) Tim., 357-3320; (BB) Tim., 335-3320; (DD & EE) Tim., 316-312.

1918 (JUB)—(A) Bower, 310 A; (B) Bower, 308A; (D) Bower 5553T; (E) Bower, 4554T (G & H) ND. 208; (J) ND. 306; (K) Hy, 26219; (O) 209; (S) 205; (AA) Tim., 337-3320; (BB) 335-3320; (DD & EE) Tim., 316-312.

1918 (NL)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5755-5720; (E) 6552-6521; (G & H) 5756-5720; (J) 559-552; (K) 6395-6320; (O) DR. 209; (S) Gur., 205; (AA & BB) 357-353; (CC) 306 no cup; (DD & EE) 339-333.

1918 (DL)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6521- (J) 6359-6320; (K) 6359-6321; (O) 439-4320; (BB) 440; 4320; (CC) 335 no ucp; (DD & EE) 415-412.

1919 (AA) 277-274; (BB) 339-333; (DD & EE) 306; (GG) Hy, 29097.

1919 (AA) 277-274; (BB) 339-333; (DD & EE) 306; (GG) Hy, 29097.

1919 (JWB-2 Ton)—Tim. Brgs.; (A) 4550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6521; (G & H) 477-473; (B) 339-333; (DD & EE) 316-312; (GC) Hy, 29097.

1919 (JWB-2 Ton)—Tim. Brgs.; (A) 4550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6521; (G & H) 5750-5720; (J) 5500-5520; (K) 6359-6320; (G & H) 477-473; (BB) 339-333; (GG) Hy, 29097.

1919 (JWB-2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (C) 341-3320; (D & E) 557-5520; (G & H) 780-72; (E) 6

SENECA—1917—(F) 208; (G & H) 208; (J) 305S Radials; (K) 0307; (Q) Special; (AA) 307 (BB) 305.

1926 (Mod. L)—(G & H) Hy, 26216; (J) 206; (K) 306DR; (Clutch Housing, Rear, O) 207; (AA) 208; (BB) 306.

1920 (L-20)—(A) Br, 317TX; (B) Br, 235TX; (G & H) Br, 208AX; (Peru Axle 59R)—(Borg & Beck Clutch, Mod. 8)

S. J. R.—1917—(A) 307; (B) 305; (D) 308; (E) 308.

SERVICE—1916 (HW 70)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA, BB, DD & EE

6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA, BB, DD & EE) 335-3320.

1916 (P-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA, BB, DD & EE) 335-3320.

1916 (Mod. H)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 336-3320; (BB 419-412; (D) & EE) 339-333: 1917 (120 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456C-454; (J & K) 539C-532; (AA) 336-3320; (BB 419-412; (D) & EE) 339-333: 1917 (120 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532.

1917 (170, 175, 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) & EE) 415-412.

1917 (130 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G, H, J & K) 559C-552; (AA) 337-3320; (BB) 415-412; (CC) 257; (DD) 335-3320.

1917 (140 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E)

5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 415-412; (CC, 10D & EE) 335-3320. 201, (200 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; (DD & EE) 415-412.

780-772; (E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; (DD & EE) 415-412.

SERVICE—1919-20 (220)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (F) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) 205; (P) 307; (Q) 1212 Spec.; (BB) 307DR; (CC) 304DR. (DD) 305DR.; (EE) 306DR.; (FF) 1023 Spec.

1919 (31, 36 & 41)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539E-532; (O) 205; (P) 308; (AA) 336-3320-419-412; (BB) 357-353; (CC) 306; (DD & EE) 339-333; (GG) C-1161 Spec.

1919 (71-76)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) (B) 4361-4320; (C) 433-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6520; (J) & K) 6359E-63200; (O) 205; (P) 308; (Q) G, GQ Spec.; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

1919 (101)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6520; (J) & K) 6359E-63200; (O) 205; (P) 308; (Q) B & B Spec.; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412; (GG) C-1505 Spec.

1920-21 (31-36)—Tim. Brgs.; (F) 6378-6320; (G) & H) 477-473; (J) 456-453; (K) 539-532. (G & H) 559-552; (J) 539E-532; (K) 5578-5521; (O) 205; (P) 308; (AA) 336-3320-419-412; (BB) 357-353; (CC) 306; (DD & EE) 339-333; (GG) C-1505 Spec.

1920-21 (71-76)—Tim. Brgs.; (G & H) 577-5720; (K) 6375E-6320.

1920-21 (71-76)—Tim. Brgs.; (G & H) 577-5720; (K) 6375E-6320.

1920-21 (101)—Tim. Brgs.; (G & H) 577-5720; (K) 6375E-6320.

1920-21 (101)—Tim. Brgs.; (G & H) 577-5720; (F) Bk, 573T; (G & H) Bk, N212; (J) Bk, N308; (K) Bk, N307; (O) 205; (P) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) Tim, 306-303; (GG) C-2802 Spec.

SEVERIN—1920—Tim. Brgs.; (A) 336-3320: (B) 236-2320: (F) 310DR: (G & H) 366-363.

SEVERIN—1920—Tim. Brgs.; (A) 336-3320; (B) 236-2320; (F) 310DR; (G & H) 366-363.

1921 (H)—(A) Br, 419TX; (B) Br, 257TX; (F) 311DR; (G & H) Tim, 385-383; (J) 308DR; (K) Hy, 56654; (CC) Hy, 16828.

SHAW—1919 (M-Taxi)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432; (AA) 277-274; (BB) 339-333. 1919 (Taxi)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) 339-333; (BB) 277-274. 1920 (Touring)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375:3720; (G) 462-454; (H) 559-552; (J) 439-432; (K) 539-532; (AA) 339-333; (BB) 277-274; (GG) Hy, 29095.

SHERIDAN—1921—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462-454; (H) 559-552; (J) 439-432; (K) 539-532.

SHERIDAN—1921—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462-454; (H) 559-552; (J) 439-432; (K) 559-552.

SIGNAL—1915-16 (Mod. A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D 455-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

1915 (Heavy A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G) 559C-552; (H) 539C-532.

1916 (Mod. J)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; BB, DD & EE) 335-3320; (CC) 257.

1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6520; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1917 (F 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 553-5520; (G & H) 5756-5720; (J & K) 539C-532.

1917 (M 31/4-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 no cup.

1917 (R 5-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1920-21 (NF)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D, G & H) 397-3920; (J) 444-432; (K) 456-453; (DD & EE) 316-312; (AA) 337-3320; (BB) 335-3320; (CC) 257 no cup; (Q) 209; (S) 208DR.

1920-21 (H)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 575-5720; (G & H) 575-57

SIMPLEX—1909 (D-50)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (KK) 335-3320.
1912 (Mod. H)—Tim. Brgs.; (A) 375-3720; (B) 335-3320.
1915-16-17 (Crane Simplex)—(A) Tim, 436-4320; (B) Tim, 335-3320.
(Simplex 7)—(N) 404; (AA) 403; (BB) 2308; (CC) 403 & 307; (DD) 306; (EE) 307; (GG) 204; (H) 306 & 307.

SINGER—1916—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-5320; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333; 1917—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532. (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (DD & EE) HB. 3068R.

SKELTON—1920—(G & H) Hy, 26216.
Small—1920 (S-9, S-10)—(A) Bk, 317; (B) Bk, 235; (F) Bk, 417T; (G & H) 208RT; (J) 306DR; (O) 205; (AA) 208; (BB) 207; (DD & EE) 305.

SMITH—1915 (1 Ton)—(D) Tim, 3553-3520; (E) Tim, 2150-2120. 1916-17 (1 Ton)—(D) Tim, 4554-4520; (E) Tim, 3360-3320.

SOUTHERN—1920 (S-64)—(A) Br, 336TXL; (B) 236TX; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883.

SPHINX—1915-16-17 (A-3, B-16)—(F) Hy, 16829; (G & H) Hy, 26069; (AA) Hy, 26518; (BB) Hy, 26737; (DD & EE) Hy, 16517.
1916—(D & E) Bower, 209AL; (G) Bower, 209A.

STANDARD—1916-17 (30 Chain)—Tim. Brgs. ;(A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 395-3920; (H) 375-3720; (J) 336-3320; (K) 456-4520; (O) Ann, 205; (Q) HB. 302; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone

4520; (O) Ann, 205; (Q) HB. 302; (AA) 337-3320; (BB, DD & EE) 335-332u; (CC) 257 cone only.

1916-17 (Chain 5-Ton)—Tim. Brgs.: (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320

1916-17 (750 5-Ton)—Tim. Brgs.: (A) 5550-5520; (B) 5351-5320; (D) 6550-6520; (E) 6354; 6320; (G) 395-3920; (H) 375-3720; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone only.

1916-17 (Chain E 3½-Ton)—Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.

1916-17 (Worm 70 2-Ton)—Tim. Brgs.: (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916-17 (Worm 70E 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

1916-17 (Worm 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

<sup>\*</sup> Replaced by G.M.C. Axle, July 1st, 1920, using Hy 26469 for DIFFER and Hy, 26655 for HUBS.

## Regarding Service on Bearings

IN order to continue for the millions of car and truck owners, a broad and comprehensive service on Timken, Hyatt and New Departure bearings, the present plan whereby the Bearings Service Company has acted for six years as the service department of the manufacturers of Timken, Hyatt and New Departure bearings has been supplanted by a new arrangement.

APART of this arrangement will be consumated beginning October 1, 1922 and the plan in full will be completed by January 1, 1923.

THE Bearings Service Company throughout its organization will continue to service Timken bearings just as it always has in the past until January 1, 1923.

BEGINNING October 1, 1922, United Motors Service Incorporated will begin to act for the Hyatt Roller Bearing Company and for the New Departure Manufacturing Company as the service department of these bearing manufacturers in a similar manner to the way in which the Bearings Service Company has acted in the past.

DURING the months of October, November and December, 1922, the Bearings Service Company and after that date The Timken Roller Bearing Service and Sales Company will act in the servicing of Hyatt and New Departure bearings as authorized service distributors for these products in the following cities where it has direct branches but where United Motors Service does not have branches.

Pittsburgh	
Portland 24 N. Broadway	V
Brooklyn1408 Bedford Ave	
Fresno	
Milwaukee	
Salt Lake City 64 W. 4th St. S	

Baltimore 1041 Cathedral
Newark 458 Broad St.
Oklahoma City 1116 N. Broadway.
Richmond 1309 W. Broad St.
Birmingham 613 S. 20th St.
Winnipeg 327 St. Mary's Ave.

ON and after January 1, 1923, a new concern to be known as The Timken Roller Bearings Service and Sales Company will service Timken Tapered Bearings and maintain direct branches in the same 32 cities and at the same addresses at which the Bearings Service Company's direct branches are now located.

## Bearings Service Company

#### THIRTY-TWO BRANCHES

Atlanta Baltimore Birmingham Boston Brooklyn Buffalo Chicago Cleveland Dallas Denver

Detroit Fresno Indianapolis Kansas City Los Angeles Milwaukee Minneapolis Newark New Orleans New York Oklahoma City Omaha Philadelphia Pittsburgh Portland, Ore. Richmond Salt Lake City San Francisco

Seattle St. Louis Toronto Winnipeg

STANDARD—Continued

1916—(O) 205; (AA) 211; (BB) 307; (DD & EE) 306.

1919-20-21 (56, 1K)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120; (F) 539-532; (C & H) 307-392; (J) 444-432; (K) 456-453; (N) SKF. 1304-A; (O) 205; (P) 277; (Q) 209; (BB) 339; (CC) 235; (DD & EE) 306.

1919-20 (76)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578-5521; (O) 205; (P) 208DR; (Q) 209; (AA) 337; (BB) 339; (CC) 306; (DD & EE) 319.

1919-20 (66)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375-6323; (O) 205; (P) 208DR; (Q) 209; (AA) 419-336; (BB) 357; (CC) 306; (DD & EE) 339; (KK & LL) 579.

1919-20-21 (86, 5K)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375-6323; (K) 6455-6422; (O) 205; (P) 208DR; (Q) 209; (AA) 439; (BB) 435; (CC) 335; (DD & EE) 415; (KK & LL) 579.

STANDARD SIX—1914-15 (Touring)—(F) Hy, 16722; (G & H) Hy, 26062.
1916-17 (Pleas.)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.
1918 (Mod. E)—(DD & EE) Hy, 17799.

STANDARD "8"—1919 (H)—Tim. Brgs.; (A) 415-3416; (B) 2382-2330; (E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432; (O) 205.

1920 (I)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (C) 3656B-3620; (E) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (O) 205.

STANLEY-1915 (8-14)-Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (G & H)

1915 0716)—Tim. Brgs.; (A) 415-412; (B) 316-312; (G & H) 415-412. 1916-17 (716-724)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 456-4520; (G & H) 435-4320 1920-21 (735)—(A) Bk, N308-108; (B) Bk, 316-31; (F) 211DR; (G & H) Bk, 435-43; (Dynomo Pinion—Drive Rod Gear for Pumps) 205; (Pump Drive Rod Crank) 202.

STANWOOD—1920—(A) Bk, N307; (B) Bk, N305; (D & E) Bk, 276-27; (G & H) Bk, N210 (K) Bk, 3191-3110; (J) Bk, N308.

STEARNS KNIGHT—1914 (SK 4)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 397-394 (E & G) 375-3720; (H) 539-532; (O) Ann, 304; (AA) Ann, 210; (BB) Ann, 308; (DD) Ann

306. CJ) Find, 307, CD) Find, 308, (C) Find, 304, (Fig. 12) Find, 308, (CD) Fi

308DR.
1917 (Pleas.)—(A) Tim, 415-412; (B) Tim, 258-2520.
1917 (SKL-432( SK-8-33)—(F) Hy, 17074; (G & H) Hy, 27032; (DD & EE) Hy, 17799
(FF) Hy, 26072

(FF) Hy, 26972.

1918 (SKL-8, SKL-4)—(F) Hy, 17074; (G & H) Hy, 26474; (DD & EE) Hy, 17799; (FF Hy, 26972.

Hy, 20972.

1919-20-21 (SKL-4)—(A) Bk, 418-41; (B) Bk, 316-31; (F) Hy, 17074; (G & H) Hy, 26474; (J) Hy, 27793; (K) 308DR; (O) Hy, 27787; (P, AA) 210; (BB) 307; (CC) Hy, 16828; (DD & EE) Hy, 27799; (FF) Hy, 26972.

STEGMAN—1915 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E)

-Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520 (E) 4365-4320. -Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321 1915 (3 Ton)— (E) 5355-5320.

(E) 5355-5320.

1917 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (C & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1917 (2½ Ton)—Tim. Brgs.; (A) 3360-3320; (B) 4558-4520; (D & E) 5756-5720; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.

1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 861-852; (E) 6552-6521; (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.

'1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 861-852; (E) 6552-6521 (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257

STEPHENS (Six)—(A) Bower, 307N; (B) Bower 305A; (D & E) Bower, 210A; (G & H) 209RT; (J & K) 406; (O) 205; (BB) 307.

1919 (1-Series 80)—(A) Br, 307N; (B) Br, 305AXL; (D & E) Br, 210AXL; (G & H) 209; (J) 306; (K) 406; (S, A4) 209DR; (BB) 307DR; (P, Q, GG, KK & LL) Spec.; (O) 205.

1919-20 (2, 3-Series 80)—(A) Bk, N307; (B) Bk, N305; (D & E) Bk, 276-27; (G & H) Bk, 209-09A; (J) Bk, 308; (K) 3191; (O) 205; (Q, GG, KK & LL) Spec.; (S, AA) 209DR; (BB) 307DR;

1921 (4-Series 80)—Tim. Brgs. from A-K; (A) 415-412A; (B) 2382-2320; (F) 458T-454 (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (O) 205; (Q, GG, KK) Spec.; (S, AA) 209DR; (BB) 307DR.

STERLING—1919-20-21 (1½ Ton)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120;; (D) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (N) 309; (O) 205; (Q) 209; (AA) 344-333; (BB) 339-333; (CC) 306-303; (DD & EE) 319-313; (GG) Hy, C600; (HH) Hy, 27095-1919-20-21 (Z Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (N) 307; (O) 205; (Q) 209; (AA) 344-333; (BB) 339-333; (CC) 306-303; (DD & EE) 319-313; (GG) Hy, C600; (HH) Hy, 27095; 1919-20-21 (2½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (N) 307; (O) 205; (Q) 209; (AA & BB) 357-353; (CC) 306-303; (DD & EE) 339-333; (GG) Hy, C-600; (HH) Hy, 27095.

27095.

1919-20-21 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4420; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) 204; (P) 308; (Q) 209; (AA) 210; (BB) 214; (CC) Hy, 17987; (DD) 307; (EE) 309; (FF) Hy, 27985; (GG) Hy, C-600; (HH) Hy, 27095.

1919-20-21 (5 Ton-Worm)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320- (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (O) 305; (P) 308; (Q) 210; (AA) 212; (BB) 214; (CC) Hy, 17987; (DD & EE) 309; (FF) Hy, 27986; (GG) Hy, C-600; (HH) Hy, 27095.

1919-20-21 (5 Ton-Chain)—Tim. Brgs.; (A) 5550-5520; (B) 5357-5320; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (G & H) Hy, 56657; (Jack Shaft Bearing R & L) 313 DR; (O) 305; (P) 308; (Q) 210; (AA) 212; (BB) 214; (CC) Hy, 17987; (DD & EE) 309; (FF) Hy, 27986; (GG) Hy, C-600; (HH) Hy, 27095.

1919-20-21 (7½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (Jackshaft Bearing, R & L) 313 DR; (O) 205; (P) 308; (Q) 210; (AA) 212; (BB) 214; (CC) Hy, 17987; (DD & EE) 309; (FF) Hy, 27986; (GG) Hy, C-600; (HH) Hy, 27095.

STERNBERG & AMS STERLING—1912-13-14-15 (2, 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5351-5320.

1912-13-14-15 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.

1914-15 (6, 7 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.

1916 (5 Ton)—Tim. Brgs.; (D) 6550-6521; (E) 6354-6321; (AA) 440-4320; (BB) 435-4320; (CC) 335 cone; (DD & EE) 415-412.

1916 (2, 3)4 Ton)—Sterling numbers 3003 to 3102; (A) 312; (B) 311; (F) 317; (G & H) 219; (J) 409; (K) 410: (O) 205; (Q) 209; (AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; (CC) Tim. 257.

1915-16 (3½ Ton)—Sterling numbers 3243 to 3557; (A) 312; (B) 311; (F) 317; (G & H) 219; (J) 409; (K) 410; (O) 205; (Q) 209.

1917 (2½, 3½ Ton)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; (CC) 257.

1917 (3½ Ton)—(Q) 209; (AA) 214; (BB) 309; (DD & EE) 307.

1917 (5 Ton)—(O) 305; (P) 308; (Q) 210; (AA) Tim, 440-4320; (BB) Tim, 435-4320; (CC) Tim, 335 cone; (DD & EE) Tim, 415-412.

1917 (7 Ton)—(D) Tim, 936-932; (E) Tim, 6554-6521; (O) 305; (P) 308; (Q) 210; (AA) Tim, 440-4320; (BB) Tim, 435-4320; (CC) Tim, 335 cone; (DD & EE) Tim, 415-412.

STEVENS DURYEA—1909 (5, 8, 9, A)—Tim. Brgs.; (D & E) 4354-4320; (G) 3762-3720; (H) 3955-3920; (J) 3356-3320; (K) 435-4320.

1910-11 (AA, AAA)—Tim. Brgs.; (A) 357-353; (B) 305-303.

1910 (Mod. S)—(A) 308; (B) 404; (D) 210; (E) 311; (J) 309; (K) 311; (O) 305; (AA) 307; (BB) 308; (DD & EE) 306.

1915 (6)—(A) 309; (B) 405; (D) 310; (E) 311; (J) 309; (K) 311; (AA) 308; (DD & EE) 306; (GG) 2 No. 303; (HH) 303.

1920 (E)—(A) 309; (B) 405; (C) 2993; (D, G, H, K) 311; (E) 210; (J) 309DR; (O, DD & EE) 306; (Q, KK & LL) Spec.; (BB) 308; (GG) 302; (HH) 303DR.

STEWART IRON WORKS—1913 (1 Ton)—Tim. Brgs.; (A) 3757-3720; (B) 3362-3320; (D) 4553-4520; (E) 4351-4320.

STEWART—1918 (8)—(A) Br, 308AXL; (B) Br, 305AXL.

1920—(B)—(A) Bk, 336; (B) Bk, 236.

1916 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; Hy, 16670; (G) 456-454; Hy, 26069; (H) 559-552; Hy, 26069; (J) 439-4320; (K) 539-5320; Hy, 26668.

1916 (Delivery)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (G & H) 375T-3720; (J) 255-2532; (K) 417-412.

1918 (1,500 lbs.)—(F & J) 306DR; (O) 205; (AA) 207DR; (BB) 305DR.

1918 (1,500 lbs.)—(F & J) 307DR; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

1919 (34 Ton)—(E & J) 306DR; (O) 203; (AA) 207DR; (BB) 305DR.

1919 (34 Ton)—(D & J) 306DR; (O) 203; (AA) 207DR; (BB) 305DR.

1919 (1,1½ Ton)—(A) Bk, 435; (B) Bk, 316; (D & E) Hy, 16670; (F) 307DR; (G & H) Hy, 26069; (J) Hy, 26668; (O, Q) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306; (GG) Hy, 29097.

Hy, 20009; (J) HY, 200005; (C, Q) 205; (AA & BB) 307; (CC) 304; (DD & EE) 300; (GG) Hy, 29097.

1919-20 (2 Ton)—(A) Bk, 455; (B) Bk, 355; (D & E) Hy, 26662; (G & H) Hy, 26388; (J) Hy, 2677; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

1919 (3½ Ton)—(D & E) Hy, 47897-47893; (G & H) Hy, 26480; (J) Hy, 26669; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306; (GG) Hy, 29097.

1919-20-21 (Deliver 11)—(A) Bk, 336; (B) Bk, 236.

1920 (8, 12-1 Ton)—(D & E) Hy, 46670; (G & H) Hy, 26069; (J) Hy, 26668; (O) 205; (AA) 209; (BB) 307; (GG) Hy, 29097.

1920 (9-1½ Ton)—(D & E) Hy, 46670; (G & H) Hy, 26069; (J) 26668; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920 (11-3/4 Ton)—(D & E) Hy, 46667; (G & H) Hy, 26391; (J) Hy, 16594; (O) 205; (AA) 209; (BB) 307; (GG) Hy, 29097.

1920 (10-3/5 Ton)—(D & E) Hy, 47893; (G & H) Hy, 26480; (J) Hy, 26669; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306; (GG) Hy, 29097.

1920 (7 X)—(D) 308DR; (J) 307DR; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306; (CC) ABD DA YTON 2012 (20 20); (AA & BB) 308; (CC) 304; (DD & EE) 306; (CC) 304; (DD & EE) 3

STODDARD DAYTON—1912 (30-38)—(D) 309; (E) 209; (G & H) Hy, 26056; )AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
1912 (S.D-48)—Tim. Brgs.; (A) 336-3320; (B & J) 317-312; (G, H & K) 375-3720.
1912 (48-58 Knight)—Tim. Brgs.; (A) 336-3320; (B) 317-312; (G, H & K) 456-4520; (J) 327-3290

337-3320.

1912-13 (H 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G, H & AA) 3762-3720; (J) 417-412; (K) 3554-3520; (BB) 417-412; (DD & EE) 3360-3320.

1912-13 (K 3-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G, H & AA) 3955-3920; (J & BB) 3762-3720; (K) 955-920; (DD & EE) 3459-3420.

0499-3420. 1912-13 (M 5-Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5325-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G, H & AA) 3955-3920; (J & BB) 455-4520; (K) 954-920; (DD & EE

STOUGHTON—1920-21 (A-1-Ton)—(A) Bk, 308; (B) Bk, 307; (F) 311DR; (G & H) 213; (J) 307; (K) 407DR; (N) 307; (O) 205; (Q) 209; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim 235; (DD & EE) 306.

1920-21 — 1/4 Ton)—(A) Bk, 308; (B) Bk, 307; (F) 311DR; (G & H) 215DR; (J) 407; (K) 408DR; (N) Tim, 335-3320; (O) 205; (Q) 209; (A)A Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) 306.

1920-21 (D-2 Ton)—(A) Bk, 310; (B) Bk, 308; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (N) Tim, 335-3320; (O) 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (CC) Tim, 306 (DD & EE) Tim, 319.

1920-21 (F-3 Ton)—(A) Bk, 310; (B) Bk, 308; (F) 314DR; (G & H) 217DR; (J & K) 408; (L) 3107; (N) Tim, 419; (O) 205; (Q) 209; (AA & BB) Tim, 357; (CC) Tim, 306; (DD & EE) Tim, 339.

STUDEBAKER—1914-15 (E-3 6-Cyl. & Del.)—Tim. Brgs.; (A) 3196-3120; (B) 2380-2330; (D & E) 358-354; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.

1914-15 (SC. 25-4 Cyl.)—Tim. Brgs.; (A) 2690-2630; (B) 751-730; (D & E) 358-354; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.

1916 (Jitney 1 Ton.) ½ Ton.)—Tim. Brgs.; (A) 3196-3130; (B) 2380-2330; (D & E) 462-453; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.

1916-17 (Jitney Bus.)—Tim. Brgs.; (A) 3196-3130; (B) 2380-2330; (D, E, G & H) 3955-3920; (J) 421-414; (AA) 256-2530; (BB) 365-363.

1916-17 (426 Pl. 17 & 18 Ser.)—Tim. Brgs.; (A) 3196-3130; (B) 2380-2330; (D & E) 365-363; (G & H) 375-3720; (J) 421-414; (AA) 256-2530; (BB) 365-363.

1919-20-21 (EG, EH)—Tim. Brgs.; (A) 2382-2330; (B) 3381-3331; (F) 435T-432; (G & H) 366-363; (J) 317-312; (K) 414-432; (Q 209DR; (AA) 2382-2330; (BB) 3196-3120.

1919 (SH-4)—Tim. Brgs.; (A & B) 2785-2729; (F) 415T-414; (G & H) 366-363; (J) 225-2530; (K) 3196-3120.

1920-21 (EJ)—Tim. Brgs.; (A) 1751-1730; (B) 2785-2729; (F) 3381T-3320; (G & H) 366-363; (J) 2690-2620; (K) 3196E-3120; (AA) 09070; (BB) 2690-2620.

STUTZ-1913 (Mod. B)-(G & H) 310; (O) 305; (Q) 209; (AA) 209; (BB) 307; (CC) 304;

(DD & EE) 306.

1912-13-15 (Mod. B)—(G & H) 310; (O) 305; (Q) 209; (AA) 209; (BB) 307; (CC) 304; (DD & EE) 306.

1912-13-15—(A) Tim, 337-3320; (B) Tim, 236-2320; (F) Hy, 18255.

1914 (All Mods.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257.

(Mod. A & B)—(F) 407; (J) 209DR; (K) 307DR; (AA) 306DR; (BB) 209; (CC) 304.

1916—(A) 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (AA) US. 306; (BB) US. 307; (CC) US. 302.

(CC) US. 302.

1917 (A-E)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620.

1916-17 (Mod. R)—(F) 408; (G & H) 310; (K) 307; (AA) 305; (BB) 310; (CC) 307; (DD & EE) 306; (GG) 302.

1916-17-18 (C, SMR, MR)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620.

1919 (Series G)—(AA) 310; (BB) 307; (CC) 305; (DD & EE) 306.

1919-20—(A) Bk, 419; (B) Bk, 316; (C) 3654; (G & H) Bk, N211 S.

1920—(F) 409; (J) 305; (K) 407DR; (AA) 310; (DD & EE) 306.

1921 (Series K)—(A) Bk, 419; (B) Bk, 316; (F) Spec. 409; (G & H) Bk, H2115; (K) 407DR; (Clutch Housing, Rear) 207DR; (O) 205; (BB) 407; (CC) 305DR; (DD & EE) 306; (HH) 303, front gear; 304, rear gear.

STUTZ FIRE ENGINE—1920-21—(A) Bk, N310; (B) Bk, N309; (D) Bk, N312; (E) Bk,

SULLIVAN—1916 (Mod. E)—Tim. Brgs.; (AA) 344-333; (BB) 339-333; (CC) 306 cone; (DD & EE) 319-313.

SULLIVAN—Continued

1917 (Mod. E)—Tim. Brgs.; 520 Front Axle; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) 205; (AA) 337-3320; (BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.

1917 (Mod. F)—Sheldon D-343 Front Axle Bock Brgs.; (D & E) Tim, 6551.

1915-16-17 (1½ Ton)—(G & H) Hy, 26057; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE)

1917 (Mod. F)—Sheldon D-343 Front Axle Bock Brgs.; (D & E) Tim, 6551.
1915-16-17 (1½ Ton)—(G & H) Hy, 26057; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
1918-19 (1½ Ton)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
1918 (Mod. E)—Tim, 1520 Front Axle; (D & E) Tim, 6552; (O) Gur. 205.
1918 (Mod. F)—Sheldon D-343 Front Axle Bock Brgs.; (D & E) Tim, 6552.
1919 (Mod. E)—Tim, 1520 Front Axle; (D & E) Tim, 6552; (O) Gurney, 205.
1920 (H)—(O) 205; (AA) Tim, 419; (BB) Tim, 357; (CC) Tim, 306; (DD & EE) Tim, 339; (1920 (E-2 Ton)—(O) 205; (AA) Tim, 337; (BB) Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 316

SUN—1916 (16)—(F) 209; (G) 0209; (H) 209; (J) 207; (K) 307; (O) 205; (AA) 209; Hy 27797; (BB) 307; Hy, 27899; (D & E) Hy, 26972; (FF) Hy, 26956; also (D & E) Bower 209AL.

1917 (17)—(D & E) Bower, 209AL; (F) 309; (BB) 307; (CC) 210; (DD) 305; (EE) 306.

SUPER TRUCK-1919 (30-11/2 Ton)-(O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE 306.
1919 (60-3, 70-3½ Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 413DR; (O) 205; (Clutch Housing, Rear) 208; (AA & BB) 308; (CC) 304; (DD & EE) 306.
1919 (100-5 Ton)—(A) 315DR; (B) 314DR; (F) 319DR; (G & H) 220DR; (J) 410; (K) 414DR; (O) 205; (AA & BB) 310/ (CC) 305; (DD) 307; (EE) 308.
1919 (40-2 Ton)—(A) Tim, 4554-4520; (B) Tim, 3660-3220; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306; (GG) Hy, 29097.
1919-20 (50-2½ Ton)—(A) 310DR; (B) 309DR; (F) 314DR; (G & H) 217DR; (J & K) 408; (O) 205; (Clutch Housing, Rear) 208; (AA & BB) 308; (CC) 304; (DD & EE) 306.
1920 (30-3½, 40-2 Ton)—(G) Hy, 29097.
1920 (70-31½ Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 410; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306; (GG) Hy, 29097.
1920 (100-5, 150-7½ Ton)—(A) 312DR; (B) 311DR; (F) 319DR; (G & H) 220DR; (J) 410; (K) 414DR; (AA) 309; (BB) 310DR; (CC) 310; (DD) 308; (EE) 309; (GG) Hy, 29097.

TAIT BROS.—1917 (A 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320 (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320 (DD & EE) 316-312.

1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553 5520; (G & H) 559C-552; (J & K) 539C-532.

TARKINGTON—1920—Tim. Brgs.; (A) 3381-3320; (B) 2380-2320; (D) 439T-432; (G & H 375-3720; (J) 2786-2720; (K) 441-432.

TEGETMEIER & REIPE—1918-19 (M)—Tim. Brgs.; (A) 4558-4521; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1920 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521.

TEMPLAR—1919-20-21 (445-A445)—(A & J) Bk, 335; (B & C) Bk, 236; (F) 307DR; (G & H) Bk, 355; (AA) 210; (BB) 307; (GG) Hy, 29095.

TEXAN—1918 (Pleas.)—Tim. Brgs.; (A) 317-312; (B) 235-2330; (D & E) 277-274. 1920 (A-38)—(G & H) Hy, 26216; (J) 306DR; (K) 206; (O) 205; (AA) 207.

THOMAS, E. R.—1911 (7-8-9-12 K-2, K-3)—(A) Tim, 3750-3720; (B) Tim, 3154-3120.

1912 (6-40 MC)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 364-3620; (D, E & C) Tim, 375-3720; (H) Tim, 456-4520; (I) HB. 110-F; (J) Tim, 336-3320; Ann, 409; (K) Tim, 435-4320; Ann, 212; (O) Tim, 395-3920; Ann, 206; (AA) 307; (BB) 308; (DD & EE) 406; (GG) 203-1916 (M-C)—Tim. Brgs.; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

THOMAS AUTO TRUCK—1917 (40)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

THREE POINT TRUCK—1920 (A-13)—Tim. Brgs.; (A) 6358-6320; (B) 4364-4320; (G & H 780-772; (J & K) 6377-6320; (BB) 539-532; (DD & EE) 4364-4320.

TIFFIN—1917 (M-W 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553 5520; (G & H) 559C-552; (J & K) 539C-532; (AA) Hy, 26557; (BB) Hy, 26697; (DD & EE

Hy, 16698. 1917 (M-C 3-Ton)

5320; (G & H) 5390-532; (J & K) 539C-532; (AA) 119, 20307, (BB) 119, 20307

TIT—1918-19 (Transport-Heavy Duty 3½-5 Ton)—(E) Bower, 318NDT; (F) (G & H) Hy, 26480; (K) Hy, 26669.

TITAN—1919 (5-6 Ton)—(E) 318DR; (J) 310DR; (K) 410DR; (O) 205; (AA) 213DR (BB) 309DR; (DD & EE) 307. (Bb) 509DR; (DD & EE) 307. 1920-21 (2½ Ton)—(A) Tim, 4554-4520; (B) Tim, 3360-3320; (D & E) Hy, 26662; (G & H, Hy, 26388; (J & K) Hy, 56777; (O) 205; (AA & BB) 308; (DD) 305; (EE) 306; (GG) Hy 29097.

29097.

1918-19-20-21 (3½ Ton)—(A) Tim, 4553-4520; (B) Tim, 4365-4320; (D & E) Hy, 47893; (G & H) Hy, 26480; (J & K) Hy, 26669; (O) 205; (AA & BB) 309; (CC, FF) Hy, 26839; (DD) 306; (EE) 307; (GG) Hy, 29097.

1918-19-20-21 (5-6 Ton)—(A) Tim, 5554-5520; (B) Tim, 5354-5320; (D & E) Hy, 47893; (G & H) Hy, 26480; (J & K) Hy, 26690; (O) 205; (AA & BB) 310; (CC & FF) Hy, 17966; (DD & EE) 307; (GG) Hy, 29097.

TOURAINE—1914 (12)—(A) Tim, 415-412; (B) Tim, 316-312; (C) 3656B-3620; (K) Spec Ann, No. 307 x 11/8". 1916—(J) 306; (K) 406; (BB) 307.

TOWER—1917 (½ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1918 (B)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473: (J & K) 456-453.

1919-20 (J-1½, H2½, G3½ Ton)—(GG) Hy, 29097.

TRAFFIC-1918 (2 Ton)-(G) Hy, 26219; (AA) Hy, 27797; (DD & EE) Hy, 26972; (FF

TRAFFIC—1918 (2 Ton)—(G) Hy, 26219; (AA) Hy, 27797; (DD & EE) Hy, 26972; (FF) Hy, 26956.

1919 (Mod. A)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (D) Bower, 309M; (E) Bower, 307M; (G) Hy, 26219; (H) 208; (J) 306; (K) 406; (N) Hy, 18297; (W) 2.1875" ID x 2.875" long; (X) 2.218" ID x 2.500" long; (Y) 2.250" ID x 3.000" long; (AA) Hy, 17797; (BB) ND Spec.; 307; (CC) Hy, 16957; (DD & EE) Hy, 16972; (FF) Hy, 26956; (KK & LL) 1.8487" OD x 1.125" ID x 0.6875" long.

1919 (C)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (D) Br, 309M; (E) Br, 307M; (G) Hy, 1447; (H & Thrust) 208DR; (J) 306DR; (K & L) 406DR; (N) Hy, 18297; (Q) Spec.; (S, CC) Hy, 16957; (AA) 209; (BB) 307DR; (DD & EE) 306; (FF) Hy, 26956; (KK & LL) 205DR.

TRANSIT—1916 (3 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

TRANSPORT TRACTOR—1917—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (F) Hy, 26662; (G & H) Hy, 26388; (AA) 337-3320; (BB, D\_ & EE) 335-3320; (CC) 257 Cone; (GG) Hy, 29097.

TRANSPORT TRUCK—1920-21 (20-1 Ton)—(A) Bk, 435; (B) B: 316; (D) Hy, 16670; (E & J) 307DR; (G & H) Hy, 16069; (I) Spec. 243E; (K) Hy, 26668; (D) 205; (Q) 212; (AA) 304; (BB, CC) 307; (DD) 305; (EE) 306; (GC) C-600.

1919-20-21 (30-1½ Ton)—(A) Bk, 435; (B) Bk, 316; (D) Hy, 16670; (£, J) 307DR; (G & H) Hy, 16069; (I) Spec. 243E; (K) Hy, 26668; (N) 308; (O) 205; (Q) 212; (AA) 304; (BB) 307; (CC) 308; (DD) 305; (EE) 306; (GG) C-600.

1919-20-21 (50-2½ Ton)—(A) Bk, 455; (B) Bk, 335; (D) Hy, 26668; (E) 308DR; (G & H) Hy, 26057; (I) Spec. 53-E; (J) 307DR; (K) Hy, 26777; (N) 308; (O) 205; (Q) 212 (AA) 304; (BB & CC) 308; (DD & EE) 306; (GG) C-600.

1920-21 (70-3½ Ton)—(A) Tim, 4553-4520; (B) Tim, 4365-4320; (C) F-247; (D) Hy, 17897; (E) 410DR; (G & H) H\$, 26480; (I) Spec. 53-E; (J) 310DR; (K) Hy, 26669; (N) 308; (O) 205; (AA & CC) 309; (BB & FF) R-287; (DD) 306; (EE) 307; (GG) C-600.

TRIANGLE—1919-20-21 (Mod. A)—(A) Bk, 435; (B) Bk, 316; (D) Hy, 16670; (E, J, Internal Gear Pinion) 307DR; (G & H) Hy, 26069; (K) Hy, 26668; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1919-20-21 (Mod. B)—(A) Tim, 554-520; (B) Tim, 381-320; (D) Hy, 26662; (E) 308DR; (G & H) Hy, 26057; (J) 307DR; (K) Hy, 26777; (Internal Gear Pinion) 309DR; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306.

1919-20 (Mod. AA)—(A) Tim, 381-320; (B) Tim, 382-320; (D) Hy, 16667; (E & J) 306DR; (G & H) Hy, 26391; (K) Hy, 16594; (Internal Gear Pinion) Hy, 16215; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1919-20 (Mod. C)—(A) Tim, 554-520; (B) Tim, 381-320; (D) Hy, 26662; (E) 308DR; (G & H) Hy, 26057; (J) 307DR; (K) Hy, 26777; (Internal Gear Pinion) 309DR; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

TRIUMPH—1920 (H-1½ Ton)—(G) Hy, 26084; (H) Hy, 26085.

TRUXTON—Attachment for any car—1919—(2500)—(D) Br, 307N; (E) Br, 309N; (H) 208; (J) 306DR; (K) 406.
1919 (E-3 Ton)—(G) Hy, 26084; (H) Hy, 26085.
1919 (H-5000)—(J) 307DR; (K) 407.
1919 (B,D for Fords)—(G) Hy, 26084; (H) Hy, 26085; (J) 307DR; (K) 407.
1919 (AC-1½ Ton, for Fords)—(G) Hy, 26219.

TULSA—1918 (Mod. T-A-B)—(G & H) Hy, 26216. 1919 (TA)—(D & E) Br, 208AX; (G & H) Hy, 26216; (I) Salis, 6177; (J) 208; (K) 406. 1920-21 (E)—(A) Br, 336TXL; (B) Br, 236TX; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883.

TWIN CITY—1920 (2 Ton)—(D & E) Hy, 26662; (G & H) Hy, 26388; (J) Hy, 56777; (GG) 1920 (3½ Ton)—(AA & BB) 309; (DD) 306; (EE) 307.

UNION—(F) 309; (G & H) 0209; (K) 0307; )Q) 205; (AA) 209; (BB) 307.

1919-20-21 (F-2½ Ton)—(A) Bk, N310; (B) NBk, 308.

1919-20 (H-4 Ton)—Tim. Brgs.; (A) 5554-5520; (B) 5354-5320; (G & H) 456-452; (J) 3554, 3520; (K) 460-452; (GG) Hy, 29097.

UNITED ENGR. CO.—1920—(A) Br, 317TX; (B) Br, 235TX; (D & E) Br, 208AX

UNITED MOTORS—1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) Bower, 319NDT; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

1919-20 (Mod. A)—(A) Tim., 3762-3720; (B) Tim., 3360-3320; (D) Hy, 16670; (E & J) 307DR; (G & H) Hy, 26069; (K) Hy, 26668; (N) 307; (O) 205; (Q) 209; (AA) Tim., 277-274; (BB) Tim., 339-333; (CC) Tim., 235; (DD & EE) 306-303; (GG) Spec.

1919-20 (Mod. B)—(A) Tim., 3762-3720; (B) Tim., 3360-3320; (D) Hy, 26662; (E) 308DR; (G & H) Hy, 26057; (J) 307DR; (K) Hy, 2677; (O) 205; (Q) 209; (AA) Tim., 337; (BB) Tim., 339; (CC) Tim., 306; (DD & EE) Tim., 319; (GG) Spec.

1919-20 (C)—(A) Br, 312; (B) Br, 311; (D) Hy, 17897; (E) 410DR; (G & H) Hy, 26480; (I) SKF. 709; (J) 310DR; (K) Hy, 26669; (O) 205; (Q) 209; (AA) Tim., 337; (BB) Tim., 339; (CC) Tim., 306; (DD & EE) Tim., 319; (GG) Spec.

1919-20 (V)—(A) Br, 312; (B) Br, 311; (D) 318-DR; (E) Hy, 17897; (G & H) Hy, 26480; (I) SKF. 709; (J) 310DR; (K) Hy, 26669; (O) 205; (AA) Tim., 439; (BB) Tim., 435; (CC) Tim., 335; (DD & EE) Tim., 415.

U. S. TRUCK—1913-14-15-16 (E 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5563-5520; (E) 4554-4520.
1918 (Army AA)—(O) 205; (P) 308; (Q) 0210; (AA) 308; (BB) 308; (DD) 308; (EE) 307; (GG) 304.

1918 (Army AA)—(O) 205; (P) 308; (Q) 0210; (AA) 308; (BB) 308; (DD) 308; (EE) 307; (GG) 304.

1918 (Army A)—(G & H) 0310; (J) 308; (K) 409; (O) 205; (P) 308; (Q) 0210; (AA) 309; (BB) 309; (DD) 307; (EE) 308; (GG) 304.

1918 (Mod. B)—(O) 205; (P) 308; (Q) 0210; (AA) 311; (BB) 410; (DD) 407; (EE) 408; (GG) 304.

1920-21 (N)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (D) Hy, 16670; (E, J) 307DR; (G & H) Hy, 16069; (I) 234-E; (K) Hy, 26668; (O) 205; (Q) 209; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) Tim, 306; (GG) Hy, 29097.

1920-21 (NW)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (F) Br, 311; (I) 215; (J) 407; (K) 408DR; (O) 205; (Q) 209; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) Tim, 306; (GG) Hy, 29097.

1920-21 (R)—(A) Bk, 310; (B) Bk, 308; (F) 314; (I) 217; (J & K) 408; (M) 3107-D; (O) 205; (P) 208; (Q) 209; (AA) Tim, 337; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319; (GG) Hy, 29097.

1920-21 (S)—(A) Bk, 312; (B) Bk, 311; (F) Br, 317; (I) 219; (J) 409; (K) 413; (O) 205; (P) 208; (Q) 209; (AA) Tim, 336-319; (BB) Tim, 357; (CC) Tim, 306; (DD & EE) Tim, 339; (GG) Hy, 29097.

1920-21 (T)—(A) Bk, 312; (B) Bk, 311; (F) 319; (I) 220; (J) 410; (K) 414DR; (O) 205; (P) 208; (Q) 209; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Hy, 29097.

UNIVERSAL SERVICE—1917 (1 Ton)—(AA) Hy, 17026; (BB) Hy, 16684; (DD & EE) Hy, 16506; (FF) Hy, 16820.

VELIE (Ser. 9-10-11)—1914-15 (3, 4, 5 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320-(C) 443-4320; (D) 6550-6521; (E) 6364-6321; (G & H) 395-3920; (J) 337-3320; (K) 440; 4320; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415-412.
1915 (Ser. 12-14)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720-(H) 456-4520; (J) 317-312; (K) 440-4320.
1915 (Ser. 15)—(A) Tim, 337-3320; (B) Tim, 236-2330; (G & H) Tim, 375-3720; (J) Tim; 255-2520; (K) Tim, 417-412; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305.
(Ser. 22)—(F) Hy, 16691; (G & H) Hy, 26486; (J) ND 306; (K) 406; (O) 205; (AA) 209; (BB) 307

1915 (Ser. 19.—(A) Tim, 417-412; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305.

(Ser. 22)—(F) Hy, 16691; (G & H) Hy, 26486; (J) ND 306; (K) 406; (O) 205; (AA) 209; (BB) 307

1915 (Pleas.)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (G & H) 375T-3720; (J) 256-2520; (K) 417-412.

1915 (Mod. U)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532.

(2½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5550-5520; (E) 5351-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 435-4320.

1913 (40)—(BB) 307; (DD & EE) 306.

1916 (26)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 440-4320; (CC) 335 cone; (DD & EE) 415-412.

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MOTOR RECORD, OCT., 1922
                    VELIE—Continued
                        1916 (Mod. X)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 439-4320; (BB) 440-4320; (CC) 335 cone; (DD & EE) 415-412.
                         415-412.

1916-17 (3 Ton)—Tim. Brgs.; (G & H) 395-3920; (J) 337-3320; (K) 440-4320.

1917 (25 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 339-333; (CC) 306 cone; (DD & EE) 319-313.
                         1917 (26 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 336-3320; (DD & EE)
                     (E) $755-5729; (G & H) 5756-5720; (J & K) 559C-552; (AA) 336-3320; (DD & EE) 415-412.

1917 (27)—(A) Tim, 337-3320; (B) Tim, 236-2320; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305. 1917 (28)—Tim. Brgs.; (A) 257-2520; (B) 235-2320; (D) 415T-412; (G) 288-284; (H) 355-3520; (J) 334-3320; (K) 258-2520; (O) 205.

1918 (38)—Tim. Brgs.; (A) 317-312; (B) 2382-2320; (D & E) 415T-412A; (G & H) 355-3520; (J) 257-2520; (K) 3381-3320; (O) 205; (AA) 209; (BB) 307.

1918 (39 Sport)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K, 417-412; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305.

1918 (25B)—Tim. Brgs.; (A) 458-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1919-20 (38)—Tim. Brgs.; (A) 317-312; (B) 2382-2320; (D & E) 415T-412A; (G & H) 359T-3520; (J) 257-2520; (K) 3381-3320; (GG) Hy, 29097.

1919 (46)—(D & E) 311DR; (O) 205; (Internal Pinion) 407.

1920 (34)—(O) 205; (AA) 209; (BB) 306.

1920 (46)—(D & E) 311DR; (G) Tim, 3762-3720; (H) Tim, 375-3720; (J) Tim, 335-3320; (K) Tim, 4368-4320; (O) 205; (AA) 209; (BB) 306.

1920 (48)—Tim. Brgs.; (A) 317-312; (B) 2687-2620; (D & E) 415T-412A; (D & E) 415T-412A; (C & H) 359S-3520; (J) 2785-2720; (K) 3381-3320; (D & E) 415T-412A; (D & E) 415T-4
                   VIALL—1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E, 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
                     VICTORY-1920 (V-B-L)-(D, E, G & H) Hy, 16079:80: (J) Hy, 26620.
                   VIM—1917 (1,000 lbs.)—(F) Hy, 16691; (G & H) Hy, 26227; (J) Tim, 319-312; (K) Tim 348-3320; (AA) Hy, 17798.
1919—(⅓ Ton)—(D & E) Hy, 16691; (G & H) Hy, 26227; (GG) Hy, 29097.
1920 (25-1, 22-2 23-Ton)—(GG) Hy, 29097.
1920 (27-1½ Ton)—(AA) Hy, 17798; (CC) Hy, 16820; (GG) Hy, 29097.
                   VOGUE—1920-21—(A) Br, 336TXL; (B) Br, 236TX; (F) 310DR; (G & H) Tim, 366-363 (J) 307DR; (K) Hy, 57883; (CC) Hy, 56972.
                   VOLTZ BROS.—1914 (5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354M5320
(D) 6550-6520; (E) 6354-6321; (G) 375-3720; (H) 395-3920.
                    WALKER-JOHNSON—1920 (B-2½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205
                    WALTER TRUCK—1918-19 (B)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6554-6521; (E) 861-852; (G & H) 477-473.

1918-19 (C-4WD)—Tim. Brgs.; (A & D) 6450-6420; (B & E) 5551-5520; (G & H) 477-473.

1919-20-21 (S)—Tim. Brgs.; (A) 5550-5520; (B) 5355-5320; (D) 6550-6520; (E) 5350-6321; (G, H & K) 477-473; (J) 439-4320; (O) 205; (P) 208DR; (Main Shaft Front) 211DR; (AA) 212DR; (BB) 309; (CC) Hy, 27988; (DD & EE) 308DR.
                    WALTHAM—1920 (E-1½ Ton)—(A) 308DR; (J) 407; (K) 410DR; (AA & BB) 307; (CC 304; (DD) 305; (EE) 306.
                     WARD-1913-14-15-17 (E-D)-Tim. Brgs.; (A) 5558-5520; (B & D) 6453-6420; (E) 6552
                       6521.

1913-14-15 (E-C)—Tim. Brgs.; (A) 4554-4520; (B & D) 5558-5520; (E) 6453-6420.

1913-14-15 (E-B)—Tim. Brgs.; (A & D) 4554-4520; (B) 3354-3320; (E) 5558-5520.

1913-14-15 (E-A)—Tim. Brgs.; (A & D) 3554-3520; (B) 2762-2720; (E) 4554-4520.

1914 (Gas Car)—Tim. Brgs.; (A) 259-2520; (B) 2762-2720; (E) 4554-4520.

1914 (Gas Car)—Tim. Brgs.; (A) 317-312; (B) 1751-1730; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

1915-16-17 (W-S)—Tim. Brgs.; (A) 317-312; (B) 1751-1730; (D & E) 415T-414; (G & H) 365-363; (J) 237-233 (1917 Mod. uses 236-233); (K) 317-312.

1917 (E-A)—Tim. Brgs.; (A & E) 3554-4520; (B) 3562-3320; (D) 5558-5520.

1917 (E-C)—Tim. Brgs.; (A & E) 5558-5520; (B) 4554-4520; (D) 6453-6420.

1917 (E-C)—Tim. Brgs.; (A & E) 3362-3320; (B) 2654-2620; (D) 3554-3520.
                         WARD LA FRANCE—1919 (2A)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; )G & H) 559-552; (J & K) 539E-532; (GG) Hy, 29097.
1920—(2B, 2½, 4A-3½, 5A-5 Ton)—(GG) Hy, 29097.
                       WATSON—1917 (S-Ton Tractor)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (C) 443B-4320; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6369C-6320; (AA) 439-4320; (BB) 435-5320; (DD & EE) 415-412.

1920 (B)—(A) Bk, 418; (B) Bk, 257; (C) Spec.; (F) 309DR; (G & H) 211; (J) 307; (K) 307DR; (O) 205; (P) 277; (Q) 209; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) 306.

1920 (U)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) 205; (P) 440; (Q) 209; (AA) 435; (BB) 335; (DD & EE) 415; (KK & LL) Spec.
                       WAVERLY—1913-14-15 (13-83-98-90)—Tim. Brgs.; (A) 418-412; (B) 316-31 2; (D) 378
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WAVERLY—1913-14-15 (13-63-53-53) Table 25, 12, 13-63-12; (D) 395-3920; (E) 375-3720. 3720; (E) 375-3720. 1913-15 (83-97-99-109) Tim. Brgs.; (A & D) 355-3520; (B) 315-312; (E) 276-2720. 1914 (17 on) —Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (C) 341-3320; (D) 4558-4520; (G & H) 375-3720; (J) 256-2520; (K) 415-412. 1915 (3 Ton)—(A & D) Tim, 3955-3920; (B & E) 3762-3720.

## (1 1 0 n) — 1 m. Brgs.; (A) 256-2520; (K) 415-412.

1915 (3 Ton)—(A & D) Tim, 3955-3920; (B & E) 3762-3720.

### (2 n) Tim. Brgs.; (A) 3955-3920; (B & E) 3762-3720.

### (2 n) Tim. Brgs.; (A) 395-3920; (B & E) 3762-3720.

### (3 n) Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (O) ND. 0305; (AA) ND. 212; (BB) ND. 307.

1916 (Large 6)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

1917 (S-17 Large 6, Small 6)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333; (DD & EE) Hy, 17799.

1917 (42 & 51)—(AA) 210; (BB) 307; (DD & EE) 206.

(Mod. 41-42 43-6)—(A) Tim. 337-3320; (B) Tim. 236-2330; (J) 255-2530; (K) 417-412; (O) Fafin; 2054; (AA) 210; (BB) 307; (DD & EE) 206.

1918 (Ser. 18)—(O) 205; (AA & BB) 306; (DD & EE) Hy, 17779.

1919 (C-38)—Tim. Brgs.; (A) 317-312; (B) 2687-2620; (D & E) 415T-412A; (G & H) 3598, 3520; (J) 2785-2720; (K) 3381-3320; (O) 205; (Q) 460; (AA) 209; (BB) 306DR; (DD & EE) Hy, 17012; (KK & LL) Spec.

1919 (C-48)—Tim. Brgs.; (A) 415-412; (B) 2382-2330; (D & E) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (O) 205; (Q) B & B 460; (AA) 277-274; (BB) 339-333; (DD & EE) 306; (KK & LL) Spec.

#### WFSTERN—1918 (All Mod.)—(D & E) Tim. 861-852.

WESTERN-1918 (All Mod.)-(D & E) Tim, 861-852.

WHITE—(Mod. ATC)—(A) 313; (B) 309; (D) 416; (E) 410; (J) 313; (Q) 302; (W) 410; (V) 412. (T-C 5-Ton)—(A) 313; (B) 309; (D) 416; (E) 410; (G) 315; (H) 0315; (J) 310; (K) 407 (N) 307; (Q) 302; (W) 410; (Y) 412; (AA) 212; (BB) 307; (CC) 306. (GBBE ¾-Ton)—(A) 309; (B) 306; (D & E) 313; (J) 407; (K) 310; (O) 206; (Q) 302; (W) 410; (Y) 412; (GG) 304. (GAD Touring)—(A) 307; (B) 304; (D) 309; (J) 307; (K) 404; (Q) 00134; (W) 410; (Y) 412; (BB) 307; (GG) 305.

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(Mod. TCB)—(D) 317; (E) 315; (J) 310; (K) 406; (Q) 302; (W) 410; (GG) 304.

(Mod. GEC)—(W) 413; (Y) 414; (GG) 304.

(Mod. T-C)—(A, G & H) 315; (B) 309; (D) 416; (E, W) 410; (J) 310; (K) 407; (Spracket Shaft) 313; (Y) 412; (Universal Joint) 307; (BB) 212; (CC) 306; (DD) 405; (EE) 307.

1920 (15-15A)—(A) 309; (B) 306; (F-C-H) 313; (K) 407; (L-W) 410; (Q) 302; (Y) 412; (AA-DD-EE) 307; (BB) 310; (CC) 206-c; (GG) 304; (HH) 405.

1920 (15x45)—(A) 309; (B) 306; (F) 317; (G-H) 313-B; (K) 407; (L) 410; (Q) 211; (AA) 307; (CC) Tim. 3196-3120; (DD-EE 308; (GG) 305.

1920 (20-20-D)—(A) 309; (B) 306; (F) 317; (G-H) 315-B; (K-M) 407; (L) 310; (Q) 302; (W) 410; (Y) 412; (AA-DD-EE) 307; (BB) 310; (CC) 206-C; (GG) 304; (HH) 405.

1920 (20-45)—(A) 311; (B-DD-EE) 308; (F) 317; (G-H) 315-B; (K-M) 407; (L) 310; (Q) 211; (CC) Tim. 3196-3120; (GG) 305.

1920 (50-(A) 310; (B-DD-EE) 308; (F) 417; (G-H) 315-B; (K) 410; (L) 310; (M) 407; (Q) 211; (AA) 307; (CC) Tim. 3196-3120; (GG) 305.

1920 (40-40D)—(A-G-H) 313; (B) 309; (D) 320; (E) 321 spec.; (G-H) 313; (I) Spec.; (L) 310; (M) 407; (Q) 211; (AA) 307; (CC) Tim. 3196-3120; (DD-EE) 308; (GG) 305.

1920 (45-45-D)—(A) 315; (B) 311; (D) 322; (E) 321 spec. (G-H) 313; (I) Spec.; (L) 310; (M) 407; (Q) 211; (AA) 307; (CC) Tim. 3196-3120; (DD-EE) 308; (GG) 305.
 407; (Q) 211; (AA) 307; (CC) Tim. 3196-3120; (DD-EE) 308; (GG) 305.

WHITE HICKORY—1918-19 (Mod. H)—(A) Tim. 4558-4520; (B) Tim., 3360-3320; (D & E) Tim., 5553-5520; (G & H) Tim., 559C-552; (J & K) Tim., 539C-532; (O) 205; (P) 307; (Q) 1212; (S) 205; (T) Cont. Motor 6HG-206; (U) Cont. Motor 6HG-208; (V) Cont. Motor 6HG-207; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) Fuller & Sons Rolled 1023; (KK & LL) BK 23, Ball Brgs.

1920 (E-1 Ton)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120; (F) 539TD-532; (G) 397-3920; (J) 444-432; (K) 456-453; (O) 205; (P) 307; (Q, GG) Spec.; (AA) 304; (BB) 307; (DD) 305, (EE) 306.

1920 (H-1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G) 477-473; (J) 456-453E; (K) 539E-532; (O) 205; (P, BB) 307, (Q, GG, KK & LL) Spec.; (AA) 304; (DD) 305; (EE) 306.

1920 (H-2½/ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (DD & EE) 5557-5520; (G) 559-552; (J & K) 539E-532; (O) 205; (P, BB) 308; (Q, GG) Spec.& (AA) 304; (DD & EE) 306.
       WHITNEY—1919 (9-18)—(S) Hy, 17174-3974; (AA) Tim, 5565-5520; (BB) Tim, 435-432; (DD & EE) Tim, 440-432; (GG) Hy.
     (DD & EE) 11m, 440-432; (GG) Hy.

WICHITA—1917-18 (O 3½ Ton)—(D) Bower, 317NDT SF.

1917-18 (Q 5 Ton)—(D) Bower, 319NDT SF.

1919-20-21 (1½ Ton)—(A) Bk, N310; (B) Bk, N308; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516; (GG) Hy, 29097.

1919-20-21 (2½ Ton)—(A) Bk, N310; (B) Bk, N309; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516; (GG) Hy, 29097.

1919-20-21 (C-3½ Ton)—(A) Bk, N312; (B) Bk, N311; (CC & FF) Hy, 26839; (GG) Hy, 19080.
 19080.

WILCOX TRUX—1913-14-15 (L 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (D) 4558-4520; (G, H & AA) 375-3720; (BB, DD & EE) 335-3320.

1913-14-15 (J 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-432; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA, BB, DD & EE) 337-3320, some models use (AA) 375-3720; (BB, DD & EE) 335-3320.

1916-17 (P 3½-Ton)—(AA & BB) Tim, 419-412; (DD & EE) Tim, 415-412.
1916-17 (R 1½ Ton)—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.

1917 (V-¾, S 1-Ton)—(AA) Tim, 277-274; (BB) 339-333.

1917 (V-¾, S 1-Ton)—(AA) Tim, 277-274; (BB) 339-333.

1918 (P 3½ Ton)—(D) Bower, 319 NDT SF.

1918 (E 5 Ton)—(D) Bower, 319 NDT SF.

1918 (U-¾, S-1 Ton)—(AA & BB) Tim, 277-274; (BB) Tim, 339-333.
1918 (N-1½, Q 2 Ton)—(AA & BB) Tim, 419-412; (DD & EE) Tim, 415-412.
1918 (W-5 Ton)—(AA & BB) Tim, 447-4320; (DD & EE) Tim, 415-412.
1920 (AA Mod.)—(A) Tim, 435-4320; (B) 339-3320. (AA M BB) 336-3320; (DD & EE) Tim, 316-3320; (DD & EE) Tim, 415-412.
                 1920 (B & C)—Tim. Brgs.; (A) 4554-4520; (B) 3360-3320; (AA & BB) 336-3320; (DD & EE)
         335-3320.

1920 (E)—Tim. Brgs.; (AA & BB) 447-4320; (DD & EE) 415-412.

1919 (A & B)—(F) 2-311; (G & H) 213; (J & K) 407; (DD & EE) 306.

1919 (C-2½ Ton)—(F) 315DR; (G & H) 214; (J) 310; (K) 410DR.

1919 (W)—(A) 315DR; (B) 314DR; (F) 319DR; (G & H) 219; (J) 409; (K) 410.

1919 (D)—(F) 317DR; (G & H) 219DR; (J) 409; (K) 413DR.
1919 (D)—(F) 315DR; (B) 314DR; (J) 315DR; (J) 409; (K) 413DR.

WILLYS, KNIGHT & OVERLAND—1915 (81)—(A) Tim, 256-2520; (B) Tim, 1751-1730 (F) Hy, 18779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 305.
1915 (80)—(A) Tim, 256-2520; (B) Tim, 235-2320; (F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 305.
1915 (82)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 210; (BB) 307; (DD & EE) 305.
1915 (W-19)—(D) 310; (E) 210; (G & H) 0311; (K) 0407; (AA) 209; (BB) 307; (CC) 305; (DD & EE) 306.
1916 (75)—(F) 308; (G & H) 0208; (AA) 208; (BB) 306; (DD & EE) Hy, 26972.
1916 (83)—33B)—(A) Tim, 256-2520; (B) Tim, 1751-1730; (F) 1310; Hy, 16779; (G & H) Tim, 365-353; Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 305.
1916 (86)—(AA) 210; (BB) 307; (DD & EE) 306.
1916 (86)—(AA) 210; (BB) 307; (DD & EE) 306.
1916 (Willys-Knight 80-82-84-86)—(A) Tim, 1985-1930; (B) Tim, 1351-1330; (F) 1309; (G & H) Tim, 277-274 ND 0208; (BB) 306; (DD & EE) Hy, 26972.
1916 (Willys-Knight 80-82-84-86)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 208; (BB) 307 on first 5,000, 407 after; )DD & EE 305; (GG) ND. 04.
1917 (88-4)—(F) 310; (AA) 208; (BB) 307.
1917 (75B)—(F) 309; (G & H) 0209; (AA) 209; (BB) 307.
1917 (Willys-Knight 84, 86, 88)—(A) Tim, 317-312; (B) Tim, 235-2320; (F) 311; (G & H) 365-363; (G & H) 385-383; (Mod. 88-6 uses 375-3720; (AA) Ann, 210; (BB) 407; (DD & EE) 1917 (Willys-Knight 84, 66, 88)—(Tim, Brgs.; (A) 335-3320; (B) 235-2330; (D & E) 365; (G & H) 385-383; (Mod. 88-6 uses 375-3720; (AA) Ann, 210; (BB) 407; (DD & EE) 1917 (Willys-Knight 84, 66, 88)—(Tim, Brgs.; (A) 335-3320; (B) 235-2330; (D & E) 365; (G & H) 385-383; (Mod. 88-6 uses 375-3720; (AA) Ann, 210; (BB) 407; (DD & EE) 1917 (907)—Tim, Brgs.; (A) 256-2520; (B) 1751-1730; (G & H) 277-274.
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363; (C & H) 385-383; (Mod. 88-6 uses 375-3720; (AA) Ann, 210; (BB) 407; (DD & EE) Hy, 16962.
1917 (90T)—Tim. Brgs.; (A) 256-2520; (B) 1751-1730; (C & H) 277-274.
1918 (85-4)—(F) 310; (K) 307; (AA) 208; (BB) 307.
1918 (89-6)—(F) 311; (K) 407; (AA) 208; (BB) 210.
1918 (88-8)—(K) 408DR; (AA) 210; (BB) 408; (DD & EE) Hy, 16962.
1918 (90T)—(F) 309; (K) 306; (AA) 208; (BB) 306; (DD & EE) Hy, 26972.
1918 (Willys 6-89)—(DD & EE) Hy, 16828.
1919 (88-4)—(CC) Hy, 26972; (DD & EE) 16962.
1920 (4)—Tim. Brgs.; (A) 256-2520; (B) 1751-1730; (G & H) 288-284.
1920 (20)—Tim. Brgs.; (A) 2786-2720; (B) 1751-1730; (G & H) 365-363; (J) 2690-2620; (K) 3191E-3120.

TLLYS UTILITY—1913-15 (65 1½ Ton)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D) 4553-4520; (E) 3360-3320.

(D) 4553-4520; (E) 3360-3320.

WILSON—1915-16-17-18 (1½ Ton Chain ½ Worm 2 Ton)—(AA) Hy, 27794; (BB) Hy, 26733; (DD ½ EE) Hy, 16516; (FF) Hy, 16948.

1918 (1 Ton)—(AA) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1919 (EA)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (C & H) 559-552; (J & K) 539E-532; (O) 205; (P) 208; (AA & BB) 337; (CC) 306; (DD & EE) 306.

1919 (G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (C) 443-4320; (G & H) 5756-5720; (J) 559-552; (K) 6375E-6320C; (O) 205; (P) 208D; (AA) 211; (BB) 212; (CC) Spec.; (DD & EE) 308.

1919 (H)—Tim. Brgs.; (A) 5550-552; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6375E-6320C; (O) 205; (P) 208D; (AA) 211; (BB) 212; (CC & FF Spec.; (DD & EE) 308.

1920 (F)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (O) 205; (P, AA) 208; (BB) 308; (CC, FF) Spec.; (DD) 305; (EE) 306.

WILSON—Continued

1920 (E.A.)—Tim. Brgs.; (A) 4558-4520; (B) 3360-33200 (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205; (P) 208; (AA) 209; (BB) 309; (CC & FF) Spec.; (DD) 306; (EE) 307.

1920 (G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (O) 205; (P) 208; (Q,CC, FF) Spec.; (AA) 209; (BB) 309; (DD) 306; (EE) 307.

1920 (H)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 7375E-6323; (K) 6455E-6422; (O) 205; (P) 208; (Q, CC, FF) Spec.; (AA) 210; (BB) 310; (DD) 307; (EE) 308.

(E) 6552-6521; (J) 7375E-6323; (K) 6455E-6422; (O) 205; (P) 208; (Q, CC, FF) Spec.; (AA) 210; (BB) 310; (DD) 307; (EE) 308.

\*WINTHER—1917 (47), 1918 (48)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Hy, 26665; (E) 308; (G & H) Hy, 26057; (I) SKF, 709; (J) 307; (K) Hy, 26777; (Spur Gear) Hy, 17791; (O) 1205; (AA) Tim, 419-412; (BB) Tim, 357-353; (CC) Tim, 336-3320; (DD & EE) 339-333 (Mod. 47 uses (AA) 307; (BB) 211, (CC) 307, (DD & EE) 306); (GG) Hy, 29097.

1917 (67)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy, 26480; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) Hy, 17791; (O) 205; (AA) 1308; (BB) 212; (CC) 308; (DD & EE) 306; (GG) Hy, 29097.

1917 (87)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47894; (E) 411; (G & H) Hy, 26480; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) 309; (BB) 213; (CC) 309 (DD & EE) 307; (GG) Hy, 29097.

1917 (127)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47894; (E) 411; (G & H) Hy, 26480; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) 1310; (BB) 215; (CC) 310; (DD & EE) 308; (GG) Oakes, ME3.

1918 (68)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy, 26480; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF, 2310; (O) 1205; (AA) Tim, 419; (BB) Tim, 357; (CC) Tim, 336; (DD & EE) Tim, 339; (GG) Hy, 29097.

1918 (88)—(A) Tim, 4550; (B) Tim, 4561; (D) Hy, 47894; (E) 411; (G & H) Hy, 26480; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes ME-3.

1918 (108)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes ME-3.

1918 (108)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes ME-3.

1918 (488)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy,

C-2802. (69, 70)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (D) Hy, 17897; (E) Br, 410NDT (G & H) Hy, 26480; (I) 709; (J) 310DR; (K) Hy, 26669; (O) 205; (Q) B & B 2149; (AA Tim, 306; (BB) Tim, 357-353; (CC) Tim, 336-3320; (DD & EE) Tim, 339-333; (GG) Oake

1111, 305, (35) 1111, 331-355; (35) 1111, 305-320; (35) 1111, 305-353; (36) 0388.

(-2802.

1919 (479)—(A) 311; (B) 308; (D) Hy, 17897; (E) Br, 410NDT; (G & H) Hy, 26489; (I) 709; (J) 310DR; (K) Hy, 26669; (O) 205; (Q) B & B 10075; )AA( Tim, 335; (BB) Tim, 435-4320; (CC) Tim, 439-4320; (DD & EE) 415-412; (GG) Oakes ME-3.

920 (430)—(A) Hy, 46670; (B, E & J) 307DR; (D) Hy, 46670; (G & H) Hy, 26064 or Bk, 375; (I) Clark 234E; (K) Hy, 26668; (O) 205; (Q) 212; (AA, BB, CC) 307; (DD) 305; (EE) 306; (FF) Fuller 1023; (GG) Oakes C-1161.

920 (450)—(A) Hy, 46670; (B) 307DR; (D) Hy, 26662; (E) Br, 308; (G & H) Hy, 26057 o) Bk, 375; (I) Clark 53E; (J) 307; (K) Hy, 26777; (O) 205; (Q) 212; (AA) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) Fuller 1740; (GG) Oakes C-1161.

4921 (751)—(A) Tim, 3381-3320; (B) Tim, 2687-2620; (D) Tim, 420-413; (E) Tim, 319-313; (G) Tim, 279-2720; (d) Bk, 336; (J) Tim, 275-2720; (K) Tim, 335-3320 (O) 205; (Q) Warner X3806; (AA) Hy, 27992; (BB) 306; (CC) 209; (DD & EE) Hy, 17012.

1921 (Car 61)—(A) Tim, 335-3320; (B) Tim, 235-2320; (FR) 309; (G, H & I) Tim, 375-3720; (J) 307; (K) R. 407; (O) 205; (Q) Warner X3806; (AA) Hy, 27992; (BB) 306; (CC) 209; (DD & EE) Hy, 17012; (GG) Oakes C-1161.

WINTON—1909-10-11-12-13-14—Tim. Brgs.; (A) 3361-3320; (B) 2553-2520; (C) 2758-2720; (D) 4553-3520; (E & J) 3762-3720; (G & A) 3955-3920; (K) 4360-4320.

1915-16 (21A, 22A)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 365-363 Ann, 210; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) DR. 205; (AA) 344-333 ND.305; (BB) 339-333 Ann, 307; (CC) Ann, 305; (DD & EE) Ann, 306; (GG) Ann, ND. 04.

(Mod. 20-48 HP.)—(P) 210; (AA) 304; (BB) 310; (DD & EE) 307. (Mod. 17-D, 6-48)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (CC) 305; (DD & EE)

(Mod. 17-D, 0-46)—(U) 505; (F) 210; (R) 308; (AA) 304; (BB) 310; (DD, E) 307.

(Mod. 21)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (DD, E) 307.

1916 (22 Large 6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) ND. 205; (Q) DR. 308; (AA) 337-3320, DR. 305; (BB) 339-333, Ann, 308; (CC) Tim, 306 cone; (DD & EE) 319; 313, DR. 307; (GG) ND. 04.

1917 (22A)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 344-333; (BB) 339-3320.

1917 (Large 6-22)—Tim. Brgs.; (A) 419-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 357-353.

1917 (Large 6-8T)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 4553-4520- (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 344-333; (BB) 339-333.

1919-20-21 (25)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (H) 456-454; (J & K) 539-532; (C) 2055-3620; (D & E) 375-3720; (B) 344-333; (DD & EE) 306; (G) 204; (KK) 211; (LL) 12004.

WISCONSIN—1919-20 (Dairy Truck)—Tim. Brgs.: (A) 317-312; (B) 235-2320; (D) 4559-

WISCONSIN—1919-20 (Dairy Truck)—Tim. Brgs.; (A) 317-312; (B) 235-2320; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412.
1920 (Luverne 2-3 Ton)—Tim. Brgs.; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412.

(J) 335-3320; (K) 417-412.

WITT-WILL—1914 (2½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720.

1914 (4, 4½-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (B) 3360-3320; (D) & EE) 415-412.

1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1916 (B Special)—Tim. Brgs.; (A) 4558-4520; (B) 3360-332; (C) 341B-3320; (D & E) 5553; 5520; (G & H) 559C-552; (J & K) 539C-532.

1917 (R 4-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5350-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G) 4553-4520; (H) 4353-4320; (J) 5356-5320; (K) 455-4520; (AA, DD & EE) 4364-4320; (BB) 4553-4520.

1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (C) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 335-3320; (C) 257 cone; (DD & EE) 316-312.

1917 (1 Ton)—Tim. Brgs.; (A) 3/100-3/120; (C) 438-3320; (CC) 25/1 cone; (C) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 335-3320; (CC) 25/1 cone; (E) 316-312.

1917 (2 Ton)—Tim. Brgs.; (A) 455-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4354-4320; (G & H) 3/75-3/720; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 25/7 cone, 1917 (Z Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 555-520; (G & H) 559-6-552; (J & K) 5390-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 25/7 cone, 1918 (W-D-1-18, 2-18)—Same as 1917 ton mod.

1919 (WD 1-19, WD 2-19)—Same as 1917 ton mod.

1919-20-21 (N)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G & H) 47/7, 463; (J & L) 456-453; (K & M) 539E-532; (O) 205; (P) 209; (AA) 337-3320; (BB) 335-3320; (CC) 306; (DD & EE) 316-412; (GG) Oakes C-1502.

1919-20-21 (P)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J & L) 539E-532; (K & M) 559E-5521; (O) 205; (P) 209; (AA) 337-3320; (BB) 335-3320; (CC) 306; (DD & EE) 316-412; (GG) Oakes C-1502.

WOLVERINE—1918 (1½ Ton)—(H) Hy, 26219; (1918) 1919—11½ Ton)—(G) Hy, 26219; (GG) Hy, 29097.
1920 (C1½ Ton)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (G) Hy, 26219; (GG) Hy, 29097, 1920 (D-2 Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (G) Hy, 26084; (H) 26085; (GG) Hy, 29097.

1920 (L-3½ Ton)—(A) Tim, 4553-4520; (B) Tim, 4365-4320.

WOODS DUAL POWER—1917 (Gas Elec.)—(A) Tim, 3381-3320; (B) Tim, 2382-2330. YALE—1917 (Mod. K)—Tim. Brgs.; (A) 337-3320; (B) 2382-2320; (E) 435T-4320; (G & H) 375T-3720; (J) 255-2520; (K) 417-412.

2EITLER-KING CO.—1919 (4 Ton)—(GG) Hy, 29097.

1920 (1 Ton)—Tim. Brgs.; (A) 3362-3320; (B) 2382-2320; (GG) Hy, 29097.

1920 (K-Z 2½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (AA) 337-3320; (BB) 339-333; (DD & EE) 319-312; (GG) Hy, 29097.

1920 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) Hy, 29097.

ZEITLER & LAMSON—1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532. 1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532. 1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 553-5520; (G & H) 559C-552; (J & K) 539C-532.

#### New Atterbury Models Announced

The Atterbury Motor Car Co. of Buffalo, announces two new truck models of 21/2-3-ton and 3½-4-ton capacity. These two new models follow the 11/2-ton and 5-ton models which have been in production for some time.

The specifications give several important changes, all of which are standard equipment. Among these are found: Latest type K-4 and L-4 Continental engines with pressure feed lubrication and removable cylinder heads; Delco electric lighting equipment with generator; semi-enclosed all steel cabs with doors; built in glass windshields; left hand drive and center control; amidship transmissions, 4 speeds forward, 1 reverse; longer wheelbases; lower transmission gear ratios; new type hoods with removable side panels; polished aluminum radiators; combination radiator guards and bumpers; Alemite chassis lubrication systems; vacuum gasoline feed systems.

Rickenbacker Organizes Company to Finance Sales Rickenbacker Co., Inc., Detroit, has been formed as a financing company for the Rickenbacker Motor Car Co. and will handle all financial business of the manufacturing company. This, according to B. F. Everitt, president of the manufacturing company, applies to the handling of sales and such other business as may arise from time to time.

The capital stock of the financing company is \$100,-000 at \$10 a share; \$10,000 paid in cash. Stockholders are E. V. Rickenbacker, 260 shares; B. F. Everitt, 260 shares; R. M. Chambers, 160 shares; R. H. Hood, 160 shares, and H. L. Cunningham, 160 shares.

#### Penco Corp. Organized

All automotive products of the Penberthy Injector Co., as far as sales, advertising and market development is concerned, will be handled by the Penco Corp. which has opened offices at Detroit in the General Motors Building. The Penberthy company makes several well known parts and accessories for the automotive field, notable among these being the Ball and Ball carburetor, Penberthy re-atomizer, flo-meter and gasoline gauge. The officers of the Penco Corp. are Homer S. Johnson, president; Ivan A. McKenna, vice-president; Charles B. Johnson, secretary; and Carl Reese, treasurer.

A. G. McMillan, formerly director of sales of the Mitchell Motors Co. is now director of specialized sales of the Kardex Sales Co., of Tonawanda, N. Y.



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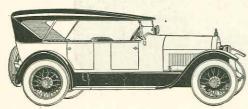
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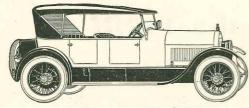
## WESTINGHOUSE BATTERIES



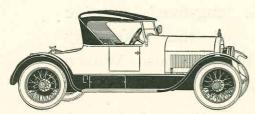
## Stutz Performance in a



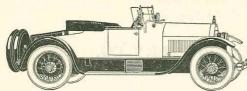
7-Passenger Touring, \$2640 f. o. b. factory



4-Passenger Sportster, \$2790 f. o. b. factory



3-Passenger Roadster, \$2450 f. ø. b. factory



Speedway Roadster, \$2760 f. o. b. factory

That rare ability in action—the speed, the power, the acceleration and gratifying freedom from service attention traditional with the Stutz—intensified and refined beyond any previous point of excellence, is available now in a complete selection of choicest body creations of exclusive Stutz design.

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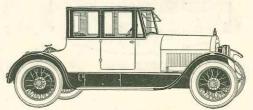
At their present phenomenal prices, Stutz cars today represent the greatest value ever offered by the company. For prestige, quality and intrinsic worth, they are not surpassed.

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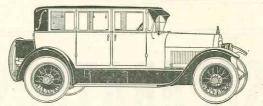
If you are not familiar with the new, complete Stutz line and are interested in knowing of the many other developments now rapidly maturing, write or wire, and we will be glad to furnish complete information.



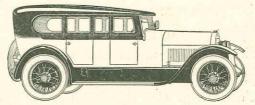
STUTZ MOTOR CAR COMPANY OF AMERICA, Inc.
Indianapolis, Indiana, U.S.A.



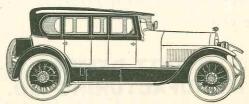
4-Passenger Coupe, \$3490 f. o. b. factory



5-Passenger Sportsedan, \$4450 f. o. b. factory



7-Passenger California Top, \$3015 f. o. b. factory



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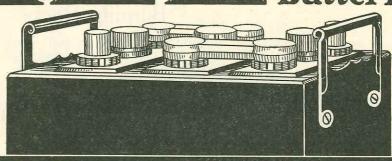


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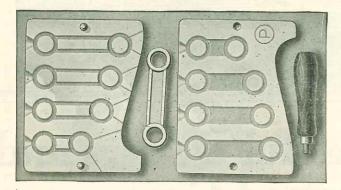
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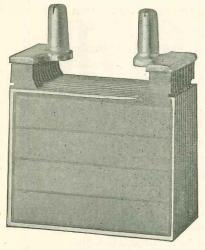


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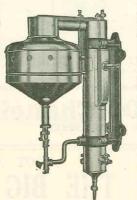
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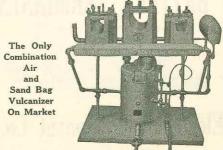


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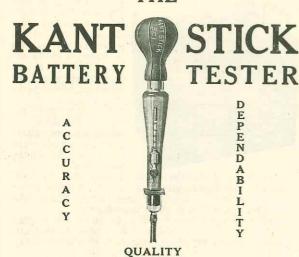


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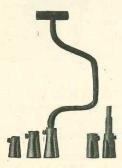
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Assemblies

L Dependable
Batteries

Write to-day for Newly Adjusted Prices and Discounts to the Trade

S "Better goods at better prices make better business"

Am-Plus Storage Battery Co. 741 W. Van Buren St. CHICAGO

## **Helios Special**

PARTIAL ASSEMBLY

6 Volt 11 Plate - \$10.00 6 Volt 13 " - 11.50 12 Volt 7 " - 13.90

Gasket type complete with separators

HELIOS BATTERY CO.

71 Chestnut St.

Boston, Mass.



## MARKO AUTOMOBILES BATTERIES and RADIO

Quality Built Price Right Service Guaranteed

Always Dependable



Some desirable sales and service station territory still open

MARKO STORAGE BATTERY CO.
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STORAGE BATTERIES

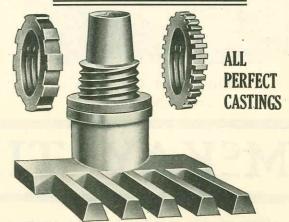
Cincinnati Quality Parts are now available at Prices that will interest you Let us quote on your requirements.

The CINCINNATI STORAGE BATTERY CO.
Moormann Avenue,
Cincinnati, Ohio

## **Unassembled Batteries**

GASKET SEAL TYPE

6 Volt, 11 Plate, \$ 8.95 6 Volt, 13 Plate, 10.25 12 Volt, 7 Plate, 12.81



Sold in 100 lbs. Lots of Assorted Sizes, Including Lead and Rubber Washers for \$11.50

Beacon Storage Battery Supply Co.

THE BATTERY MAN'S SUPPLY BASE

137-39 West Brookline St.

Boston, Mass.



We give you these free as we feel every driver should have them

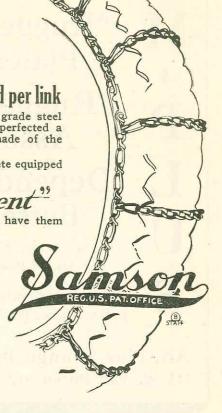
Our open easy fastener makes the putting on and taking off of tire chains a pleasurequick, easy and positive.

You can buy many of your auto accessories direct from us—saving freight, labor, etc., as we have a full line of chain acces-

Send for our catalog, you will like our method of doing business.

THE CLEVELAND GALVANIZING WORKS CO.

CLEVELAND, OHIO, U.S.A.



## You'll Sell More Chains



They Cost No More and They Last

### Because These Chains Last

Lay in a stock of McKay Tire Chains-The Better Black Chains in the Red Band Bag. Display them in your window—identify yourself as a McKay Distributor—and you'll sell more tire chains than ever before.

McKay Chains completely fill the need and the demand for better chains. They are not only harder than ordinary chains-but tougher as well. And it's their remarkable toughness that makes them last longer.

You'll be interested in the McKay Proposition Book. It tells what we do to help you-with full page advertisements every month in The Saturday Evening Post, Country Gentleman and various automotive publications. Write for a copy

## TRE

UNITED STATES CHAIN & FORGING COMPANY Union Arcade, Pittsburgh, Pa.

Makers of Chains for all Commercial and Industrial Purposes Plants at York and McKee's Rocks, Pa.; Columbus and Marietta, O.; Huntington, W. Va.



This is the patented OFF'N'ON lock—simple and positive. The first or second link on the opposite end of the side chain is slipped into the notch—the clamp permitted to drop-and the chain ends are positively locked. A slight pressure of the thumb under the clamp end, immediately releases the lock. For less "takeup" than a link, the second notch in the lock can be used.

This OFF'N'ON lock is more than merely a fastener; it's a tightener! Its lever action not only assures a positive locking together of the ends of the chain—it quickly and easily pulls them together and tightens the chain to the exact true fit for the casing.

The lever The 2 notches draws up the give double slack as it take-up closes when Locks hereclosed the strain comes on dightest solid piece of steeltension keeps not on lock it locked lever

Cross link slips on hereon flat side Flat part is strong as any part of link Slides around here and is Double knotlocked in by adds strengthside chains prevents stretchinggives smooth surface

This patented slip-on link makes it easy to take off worn-out cross chains and put on new ones. A child can do it. OFF'N'ON Chains, with these special devices, cost no more.

These are some of the special patented features of OFF'N'ON Chains that make them rapid sellers. Order from your jobber today. Buyextra cross links, you can sell a set with each pair of chains.

Write for circular and price list giving the name of your jobber

#### PYRENE MANUFACTURING COMPANY

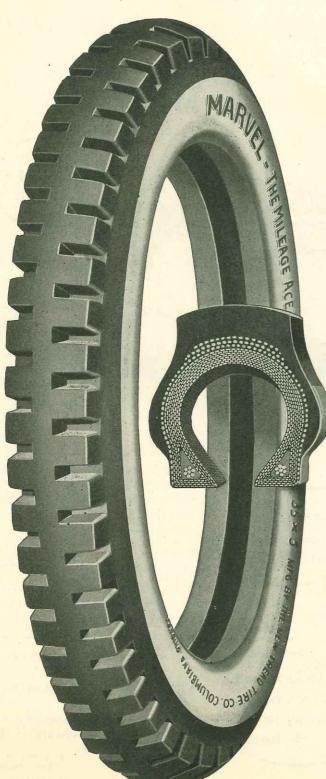
Makers of Pyrene Fire Extinguishers 520 Belmont Ave., Newark, N. J.

ATLANTA 24 Nassau Street

CHICAGO KANSAS CITY
17 So. Jefferson Street 1712 Grand Avenue SAN FRANCISCO 977 Mission Street

## MARVEL-"THE MILEAGE ACE"

The Tire That Has Been Selected to Make The Trip Around The World



"Marvel" Tires in Belgium on their way around the world.

Aug. 20, 1922.

S. W. Tidd, Pres., New Tread Tire Co., E. Palestine, O.

Dear Mr. Tidd:

We have just traveled through Belgium and I think anything but a Marvel tire would have caused the most orthodox preacher to swear or the average tourist to go insane.

All of the Belgian roads, both in the city and country, are made of cobble stone. They are everlasting roads for wear but it doesn't take an intelligent man to see that they were never intended for the comfort of automobile tourists.

The machines bounced, rattled and fairly jumped over the rough roads, but due to the excellent flexibility and shock absorbent qualities of the heavy Marvel tires, we traveled over them at a fair rate of speed and with comparatively little vibration or bouncing.

We passed machine after machine which could only creep along because of the bouncing about and vibration of the car. With seventy pounds of air the Marvel tires carried us over these roads with the same comfort which we used to get on the ordinary brick road on any other tire.

Tourists and tire dealers in Belgium needed no further arguments as to the quality of our tires. We were the objects of envy by every automobile driver.

Very truly yours,

R. J. Jeffreys.

Guaranteed for 10,000 Miles

DEALERS: Write for Samples, Literature and Exclusive Territory

The New Tread Tire Co.
EAST PALESTINE, OHIO,
U. S. A.





Only \$1.40! And it's an attractive red enameled sturdy jack—just the thing for every light car owner.

Which of your customers would not spend \$1.40 for a jack that can be relied upon? The No. 9 works every time and it can't get out of order. Most light cars are equipped with poor jacks—the owners are looking for a good reasonably priced jack. Here it is! There is a good profit for you on every sale.

Put one of these bright red jacks on your counter—and watch it attract attention. Put the price tag on it, too. "Only \$1.40." Price tags make sales.

And there is a Reliable Jack for the large car owner, too. A jack for every purpose. You only have to handle one line when you sell Reliables.

Fill in the coupon and see how quickly these jacks sell. Reliable Jacks are your best profit makers in the accessory line.

## "Ask 'em to buy"

WARNING TO DEALERS: When you buy Reliable Jacks—be sure you get the product of the Elite Mfg. Co., Ashland, Ohio. The Reliable line is being widely imitated and this notice is given for your protection.

## Elite Manufacturing Co

Dept. 109

Ashland, Ohio

RELIABLE JACKS

Use This Coupon

SPECIAL OFFE Elite Mfg. Co., I					
Please send whose name is:	me one of these	e Jacks. Yo	u may bill n	ne through m	y regular jobber
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Address					
Send to					



## EUROPEAN PLAN 600 ROOMS - 600 BATHS

Old Colony Club Detroit Automobile Club
Detroit Transportation Club



100 at \$2.50 Single - - \$4.50 Double, per Day
150 "\$3.00 " - - \$5.00 " " "
100 "\$4.00 " - - \$6.00 " " "
50 "\$5.00 " - - \$7.00 " "
50 with Twin Beds, \$5.00 to \$7.00 " "
100 In Suite, \$5.00 to \$8.00, Double " "
Two Floors Agents Sample Rooms, \$5 per Day
Table d'Hote Dinner \$1.25 - \$2.00

#### HOTEL TULLER

CAFETERIA A. McKENDRICK, Mgr.

GRILLE

Business Men's Lunch 65c

#### IF YOU HAVE MADE ANY CHANGE

in your branch office or agencies please inform us at once and we will bring the facts to the notice of the trade through our medium of information.

#### THE FERGUSON PUBLISHING CO.

go West Street

New York





#### Sell This Popular Accessory

Every sale of a Shaler 5 Minute Vulcanizer is more than only one sale and one profit-it brings additional sales from the same customers, because they each need to buy the Patch-&-Heat Units regularly for use with the Shaler. This big repeat business comes to you—brings you regular profits—in addition to your profits from selling Shaler Vulcanizers—and without any effort on your part. Regardless of

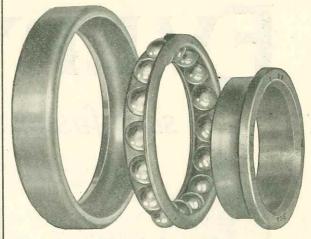


times or season, Shaler Vulcanizer sales bring steady repeat sale profits. VULCANIZER for only \$1.50.

Sold By All Jobbers

C. A. Shaler Co. 446 Fourth St., Waupun, Wis.

### The Bearings Company of America



Manufacturers of

Thrust Ball Bearings Angular Contact Radial Bearings Angular Contact Thrust Bearings

Bearings made to your B/P's and requirements-Your present Bearing sizes dupli-

The Bearings Company of America Lancaster, Penna.

Detroit Office, 1012 Ford Bldg.

### Did you see our ad in the August Issue of Motor Record?

That was only one of the many records the "Marvel" has pulled down this year.

If your car is not equipped with a "Marvel" why not call on our nearest distributor or service station. If he is unknown write us for name and address.

MARVEL CARBURETER CO. FLINT, MICH.

#### THE BEST JOB IN THE SHORTEST TIME



PEP is THE ORIGINAL non-freezing, non-drying, water-mixed compound. Many imitate but none can copy nor equal Patented Pep.

PEP contains no grease nor anything to hinder

One grade is all that's needed for any job.

PEP will stand double pressure on the work without ringing or grooving.

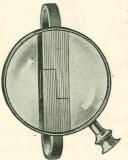
PEP will make you feel like a *Profiteer* if you use it and then charge standard prices for valve grinding.

PROVE IT AT OUR EXPENSE. SEND FOR FREE SAMPLE

PEP MFG. CO., Inc.

## EVERYDAYS

seat faster!



Quick Seating Turned Face. Fine lathe turning produces a velvet face that will seat faster

No repairman or motorist likes to "baby" an engine to seat piston rings.

You want rings that give immediate results—rings that seat quicker and better—rings that make the motorist feel good whenever he thinks about them being in his car.

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It's due to their fast-seating, velvet-finish face, produced by fine lathe cutting.

Everydays wear evenly and smoothly all around. They maintain an even and constant wall pressure under all temperatures and compressions. Everydays therefore can't leak!

They satisfy the motorist because they give quick results—save gasoline and oil—increase power—and eliminate carbon and oil pumping.

Besides, there's more profit for you in every ring you sell—if they are *Everydays*. *Everyday* features help you to sell more rings. Result: MORE profit on MORE Rings.

All standard sizes from 2 inches up. Oversizes .010, .020, .030. List prices: up to 4 inches incl., .50;  $4\frac{1}{16}$  to  $4\frac{1}{4}$  inches incl., .60;  $4\frac{5}{16}$  to 5 inches incl., .70. Sold through jobbers everywhere. Resold by leading dealers.

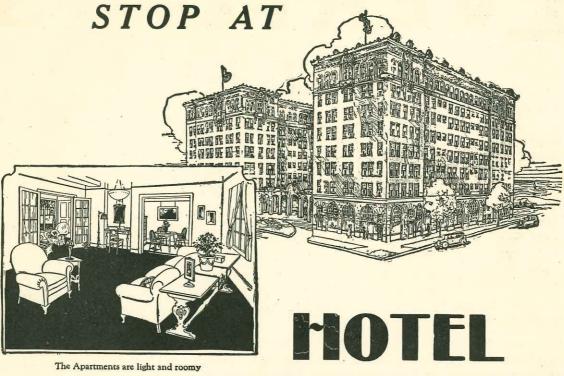
Write NOW for Everyday's Xtra Profit Sales Plan

> Patent No. 1,132,762 March 23, 1915



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## Chicago's Most Pleasant Hotel

Rooms single or en suite Rates \$4.00 per day and up All rooms have private bath

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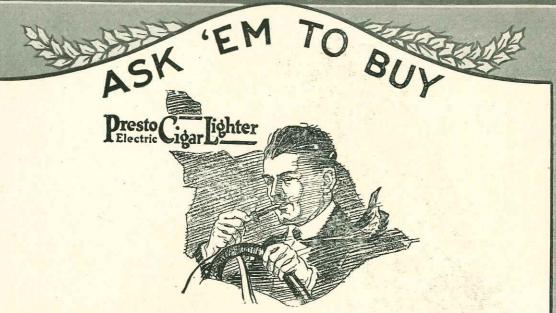
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## Smokes for Your Customers—Dollars for You

Your customer knows how hard it is to "light up" while driving. The Presto Electric Cigar Lighter is just what they've been looking for. *Installed on the dash*, it's always ready for use—enough cord furnished to reach everyone in the car. Current automatically turns on when lighter is pulled out of socket. Cord winder pulls lighter back into socket and automatically shuts off current. The only electric cigar lighter with a safety fuse to protect the battery.

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Sells on sight. It's just what motorists everywhere have been looking for—a motor heater that keeps the motor and radiator warm in the coldest weather. Convenient hook for hanging the heater under the hood next to the radiator. Cheaper than heating the whole garage. Attaches to any 110-volt electric light socket—a.c. or d.c.

Perfectly safe—the coil never gets red. Draws only  $1\frac{1}{2}$  amperes of current. Furnished complete with 10 feet of cord.

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Prevents cold air from entering the car through the pedal slots in winter—keeps a Ford snug and warm. Every Ford owner needs this protection. Close-fitting, rubber pads attached to steel plates permit free manipulation of pedals also includes pads for emergency brake lever. Easily and quickly attached by anyone. The big season for selling is here. Don't be caught without a stock to meet this big demand. Order from your jobber today.

We manufacture over 100 Presto quick-selling motor necessities.

There's a handsome profit on every sale.

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